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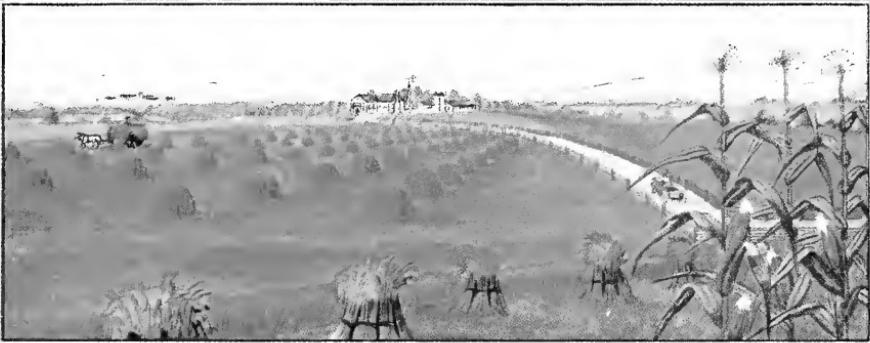
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A HAND BOOK OF VIRGINIA



PUBLISHED BY THE
DEPARTMENT OF AGRICULTURE
AND
IMMIGRATION

COMPILED UNDER THE DIRECTION OF GEO. W. KOINER, COMMISSIONER



HIS EXCELLENCY WESTMORELAND DAVIS, GOVERNOR OF VIRGINIA

A H A N D B O O K O F V I R G I N I A

S E V E N T H E D I T I O N 1 9 1 9

Published by the Department
of Agriculture and Immigration
of the State of Virginia. -:- -:-

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GEO. W. KOINER, Commissioner
RICHMOND

RICHMOND :
DAVIS BOTTOM, SUPERINTENDENT OF PUBLIC PRINTING
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VIRGINIA

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GEORGE W. KOINER, Commissioner.

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HAND BOOK OF VIRGINIA

FOREWORD

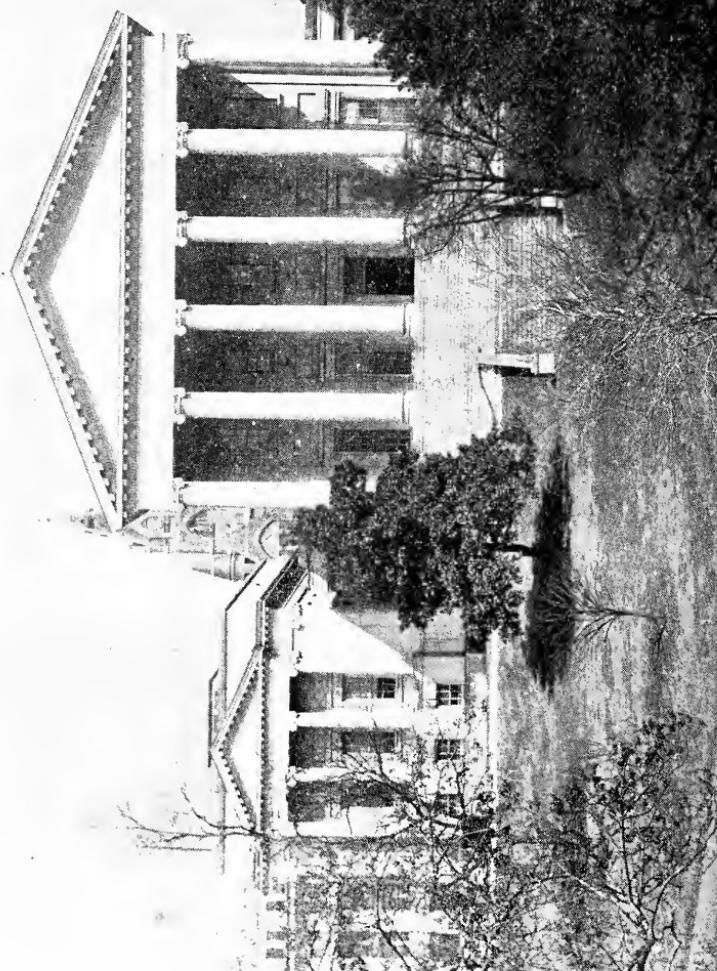
VIRGINIA gives the right hand of pre-eminence to no State in the Union for equable temperature, goodness of soil, variety of staples, and capability of growing whatever else is produced in any part of the Temperate Zone. Intelligent farming has utilized these natural conditions during the past decade with results unprecedented in the history of the State. The concurrent causes explaining this development are reflected in diversification of crops, the adoption of scientific methods in improvement and cultivation of the soil and the use of modern labor-saving machinery, in the growing of more forage and grass crops and the breeding of better live stock, in the formation and management of dairy herds, in the large increase in orchards, and in great development in trucking fields. The value of the products from the land increased from \$230,000,000 in 1900 to \$592,500,000 in 1917.

But the State's story of progress is not reflected alone in her plantations. Under the favored conditions of a marvelous water power, excellent transportation facilities by rail and water, rendering her accessible to the great markets of the world, inexhaustible beds of coal and iron, and great variety of forest products. Virginia has achieved splendid success alike in other industrial activities. The value of her manufactories increased from \$108,600,000 in 1900 to \$400,000,000 in 1917. In this State are now in successful operation, the largest locomotive plant in the country, the largest ship building plant, the largest trunk factory, the largest up-to-date cotton textile mills, and the largest bright-leaf tobacco market in the world,—in fact, manufacturing activities located throughout the State on various railroads and navigable streams cover almost every line of manufactured product.

Opportunities offered the homeseeker and investor in this State, briefly outlined in the foregoing general statements and fully discussed in succeeding pages, are further enhanced by the hospitality of a people which has been their dominant characteristic for

VANITY FAIR

State Capitol, Richmond, the original building being designed by Thomas Jefferson in 1785



centuries. The newcomer who settles within the borders of the Old Dominion will find a cordial welcome.

The State offers expert advice and practical assistance to prospective settlers. Parties purchasing farm land in Virginia are earnestly requested to send their names and permanent address to the Department of Agriculture for the bulletins issued monthly discussing practical farm subjects and publishing analyses of fertilizer and agricultural seeds.

GEORGE W. KOINER,
Commissioner.

Virginia's Favorable Location

VIRGINIA lies on the eastern coast of the United States, midway between Maine and Florida, in latitude $36^{\circ} 31'$ to $39^{\circ} 27'$ north and longitude $75^{\circ} 13'$ to $83^{\circ} 37'$ west, and is the most southern of the Middle Atlantic group of States.

On the south it adjoins North Carolina for 326 miles and Tennessee for 114 miles, making the line of the State from the Atlantic west 440 miles; on the west and northwest it adjoins Kentucky for 115 miles and West Virginia, by a very irregular line, for 450 miles; Maryland is northwest and north, separated from Virginia by the Potomac river and Chesapeake bay for 205 miles and by a line of twenty-five miles across the Eastern Shore. The greatest width of the State from north to south is 192 miles.

The land surface of Virginia is about 40,125 square miles and the water surface 2,325 square miles. The topography is diversified. Along the coast the land is low and comparatively level, but as the head of tidewater in the various streams is approached it becomes gradually rolling. This feature increases noticeably on entering that portion of the region lying between the head of tide and the foothills of the Blue Ridge. In the Blue Ridge and Alleghanies the elevations are largely increased, and beyond the altitude varies from 1,000 to 3,000 feet. The following table shows the distribution of altitudes within the State:

Areas in Virginia at Different Altitudes.

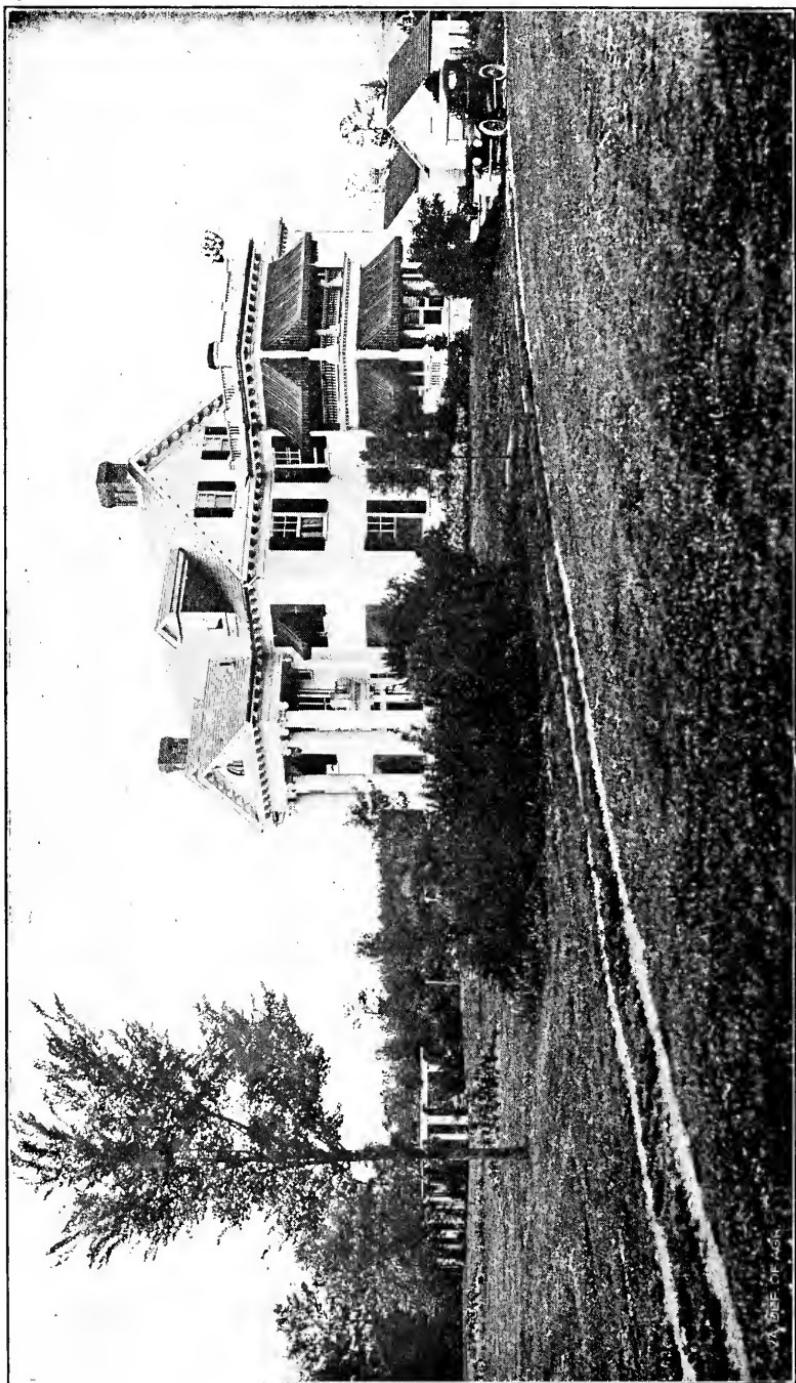
<i>Feet.</i>	<i>Square Miles.</i>
0 to 100	9,700
100 to 500	10,500
500 to 1,000	5,950
1,000 to 1,500	4,700
2,000 to 3,000	6,800
3,000 to 4,000	600

Climate

MAN is so dependent in all the essentials of his existence upon the climatic conditions of the country he inhabits that a knowledge of the phenomena of climate is of the utmost importance. Virginia, as a whole, lies in the region of middle latitudes, hence the climate is one of "means" between the extremes of heat and cold incident to States south and north of it.

Climatic Characteristics.

In the Tidewater counties, where the elevation above the sea is small and the surface quite level the daily range of the temperature is slight, this condition being most marked along the immediate coast, seasonal and annual temperature averages ranging between very moderate limits. Throughout Middle Virginia, the climate is characterized by an increase in the variability and range of temperature. This is true in a moderate degree of the eastern tier of counties, which is about 100 miles west of the Atlantic, and the condition is accentuated westward over the rolling lands, with their greater elevation and more decided contours, until the western line of the section is reached. Local control in the Piedmont counties then becomes more sharply defined owing to the distance from the Atlantic (about 250 miles) and the rolling and mountainous character of the country. The extremes of temperature in summer and winter are greater, radiation proceeds more freely on account of the greater frequency of clear skies, and frosts occur later in the spring and earlier in the fall than in the Tidewater counties. Throughout the Great Valley elevation and topography produce marked effects. A vertical circulation of the air is carried on; a relatively clear atmosphere favors isolation and strong air currents move up the mountain sides during the day. At night cool, descending currents flow from the mountain crests into the valleys, displacing the warm air thus reducing the temperature of the lower levels decidedly. The warm air displaced rises to the mountain tops, where the temperature becomes higher than it is in the valleys below. These inversions of temperature form an important feature of the climate of the region, and their influence in delaying frost formation on the higher slopes of the mountains is recognized by agriculturists and taken into account by them in their work, especially in the location of orchards, gardens, etc. The climate of Southwest Virginia is variable. Marked differ-



A handsome country residence, the home of one of Virginia's largest truck farmers

ences in temperature and precipitation are not only noted between the western and mountain portions of the area, but the range in weather conditions is also considerable in different sections of the same counties, owing to the physical characteristics of the territory. The temperature conditions are, however, conducive to health, periods of uncomfortably warm weather being infrequent and short in the lower altitudes, while in the mountains the summer temperatures are delightful. Occasionally cold waves pass over this district, but the temperatures are usually moderate during the winter months. In the western portion of the area frosts seldom occur in the spring after May 1, or before October 10th in the fall. The season of growth is also long in the more elevated portions of the section.

The following table shows the monthly and annual normal temperatures for the Tidewater, Middle, Piedmont and Shenandoah Valley counties:

Monthly and Annual Mean Temperatures.

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Tidewater	40.0	40.1	47.5	55.4	65.7	73.8	68.2	78.2	71.3	60.5	50.5	42.4	58.5
Middle Counties . .	37.8	35.2	48.1	55.6	66.6	73.9	78.4	76.6	70.2	58.9	47.8	38.3	57.3
Piedmont Counties . .	35.6	34.9	46.3	54.0	64.4	71.4	75.1	73.8	68.3	56.0	46.2	35.3	55.3
Shenandoah Valley . .	33.3	33.6	43.3	52.4	62.5	69.8	73.4	72.2	65.6	54.2	43.3	37.7	53.2

Considering all the stations in the district of Southwest Virginia that have records of sufficient length to be of value, the average temperature of the year is nearly fifty-four degrees.

Monthly and Annual Mean Temperatures for the State.

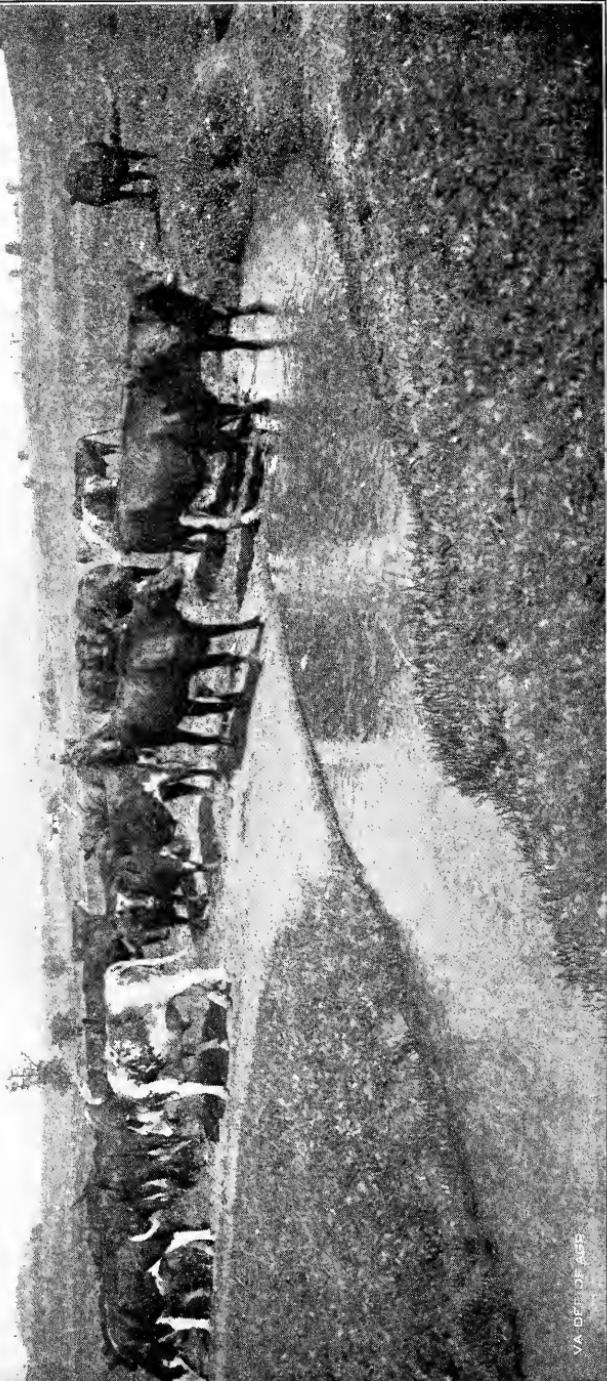
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
1913	45.0	38.3	49.8	55.5	64.4	71.5	76.3	73.3	68.1	58.1	48.2	40.7	57.2
1914	39.4	32.8	40.6	54.3	65.6	74.0	74.3	75.0	65.6	59.5	45.7	34.3	55.0
1915	36.4	40.6	38.5	58.0	63.6	69.4	74.6	73.3	69.9	59.3	47.4	35.8	55.6
1916	42.0	37.1	41.6	53.4	66.8	69.0	75.3	74.3	66.2	57.5	47.2	36.8	55.5
1917	38.2	35.9	44.9	55.1	59.1	70.8	74.9	73.4	64.1	51.9	43.3	28.0	55.3

Precipitation.

Precipitation is abundant and well distributed throughout the year. Dry and wet periods of long duration are of rare occurrence. May to August, inclusive, are the months of heaviest rainfall, a fact of greatest importance to the agricultural interests, the average total amount for this four months period being: Coastal Plain,

Export cattle on the crystal-like streams meandering through the valleys of South ~~the~~^{West} Virginia

V. A. DEER DR. ASB



17.36 inches, Middle Virginia, 17.80 inches and Shenandoah Valley, 15.81 inches. Beginning with September the average decreases nearly an inch and a half, and thereafter it falls off by small amounts each month until January, inclusive, when it reaches a minimum, the average total amount for this five months period being: Coastal Plain 14.06 inches; Middle Virginia, 15.78 inches, and Shenandoah Valley, 13.95 inches. It then begins to increase slowly to the period of heaviest rainfall—May to August. The annual precipitation for Southwest Virginia averages slightly more than 44 inches, the annual averages for the several stations ranging from about 34 inches to 62 inches, the months of heaviest rainfall corresponding to the above divisions.

The amount of snow that falls each season in the climatic divisions varies from an average of 12 inches in the Coastal Plain counties, to 15 inches in Middle Virginia and to 26 inches in the Shenandoah Valley and Southwest Virginia. Reduced to its water equivalent by the usual method, the average snowfall each season represents from one-seventeenth to one-thirty-fourth of the annual precipitation.

Monthly and Annual Precipitation for the State.

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
1913	3.15	1.98	4.92	3.12	5.48	3.87	4.31	3.81	3.25	3.74	2.23	2.47	42.75
1914	3.23	3.21	3.16	2.61	1.64	2.68	4.27	3.24	1.65	3.06	2.53	5.38	37.17
1915	5.24	3.41	1.26	1.42	3.30	4.84	3.90	5.88	2.51	3.75	1.51	2.96	39.72
1916	1.96	3.58	2.34	2.51	3.81	6.45	5.71	3.48	2.80	2.25	1.54	2.93	39.36
1917	3.05	3.48	6.30	2.97	3.01	4.11	6.10	2.90	3.12	3.90	0.58	1.76	40.82



Virginia Farm Scene

Commercial Facilities

IN respect to ready access to markets for the products of her soil, of her foundries and factories, and of her inexhaustible beds of coal and iron, as well as in respect to facility of purchase from the markets of the world without, Virginia is most favorably circumstanced. Seven trunk lines of railroads penetrate and intersect the State. These, with their numerous branch lines and their connections with other roads, place every portion of the State in communication with every principal port and city in the country. The lines of steamboats that ply the navigable streams of eastern Virginia afford commercial communication for large sections of the State with the markets of this country and Europe.

At Norfolk and Newport News are ports that maintain communications with the European markets by means of seagoing steamers and vessels, while from these ports also is kept up an extensive commerce along the Atlantic seaboard. The Annual Report for the fiscal year ending June 30, 1918, gives the foreign commerce of these two ports at 17,137,735 tons, valued at \$300,-957,741.

The harbor of Hampton Roads, upon which these ports sit like crowned queens of commerce, is the largest, deepest and safest upon the whole Atlantic Coast. Upon its bosom the combined navies and commercial marine of the world can ride in safety and with ample berth. As has been before stated, these ports are nearer than is New York to the great centers of population and areas of production of the west and northwest. Chicago is nearer by fifty miles in a direct line to Norfolk than it is to New York. The harbor of the southern coast of England, between the Isle of Wight and the mainland, has been named from its safety the "King's Chamber." Hampton Roads, sheltered by the Virginia capes from the storms of the Atlantic, may well be regarded as our safety chamber.

Natural Wonders.

Many of the most marvelous natural wonders of the world are found in Virginia. The most widely known of these is the Natural Bridge, in Rockbridge county, fourteen miles from Lexington. It is a stupendous bridge of rock, and from it the county (Rockbridge) received its name. It is 215 feet and six inches from the creek below to the top of the span of the arch above.

In the limestone section of the State there are numerous caves. The most noted of these are the Luray Caverns in Page county and Weyer's Cave in Augusta county. There are in both of these numerous halls, chambers and grottoes, brilliant with stalactites and stalagmites, and adorned with other forms curiously wrought by the slow dripping water through the centuries.

Crab Tree Falls, near the summit of the Blue Ridge, in Nelson county, are formed by a branch of Tye river. They consist of three falls, the longest of these leaps of the stream being 500 feet. This freak of nature, and the unsurpassed mountain scenery of the surrounding region, attract many tourists. The Balcony Falls, immediately where Rockbridge, Amherst and Bedford counties corner, the passage where the James river cuts its way through the Blue Ridge, presents a scene of grandeur little, if any, inferior to the passage of the Potomac at Harper's Ferry through the same range of mountains.

Mountain Lake, in Giles county, is a beautiful body of deep water, some 3,500 feet above the sea level. The water is so transparent that the bottom can be seen in every part. Pleasure boats sailing upon it pass above the trunks and tops of large trees that are plainly seen. This would indicate that the lake is not of very great antiquity. Mountain Lake is a great summer resort.

The Dismal Swamp may properly be accounted a natural wonder. It is an extensive region lying mostly in Virginia, but partly in North Carolina, and covered with dense forests of cypress, juniper, cedar, and gum. For many years, this was a remote, weird region, inhabited by wild animals, but many acres have been reclaimed and devoted to agriculture with good results. The woodman's axe is hewing its trees that are of great value for the manufacture of buckets, tubs and other varieties of woodenware, and for shingles, staves and ship timber. In the middle of this swamp is beautiful Lake Drummond, a body of fresh water nearly circular in form, and over fifteen miles in circumference, lying entirely in Virginia, being the largest lake in the State. It is noted for the purity of its amber-colored water, the hue being derived from the roots of the cypress and juniper.

Natural Tunnel, on the Virginia and Southwestern Railroad, in Scott county, is a freak of nature that has amazed thousands of tourists, in the early days the buffaloes found their ways under the mountain through this tunnel; in their trail came the early Indians, and behind them Daniel Boone who blazed the way for civilization; behind Boone and the early settlers, the progenitors of the present native mountain stock, came the steel rail and the monster locomotive.



Luray Caverns—Stalactites and Stalagmites in “column” formation, “Cathedral Hall”

Schools

IT is pretty well known that Virginia was the first permanent English settlement in America; that she was the first colony to have a legislative assembly; but it is not as well known as it should be that she was the first colony to plan for an institution of learning. And the people of Virginia are today manifesting great interest in the movement for better schools. Associations for the improvement of the schools have been formed in every section of the State, and educators are constantly delivering addresses to interested audiences on the value of education and the importance of increasing the efficiency of our public school system.

The demand is going up from every section for better school-houses, better trained teachers, and longer school terms. In addition to the primary and grammar schools, all the cities and towns, and many of the rural districts, have excellent public high schools. During the past few years a standard of requirements for high schools has been prepared and put into operation in all of the State high schools. A course of study for primary and grammar grades has also been prepared and is largely used in the State.

Normal Training Departments.

The legislature appropriates annually for the establishment of normal training departments in the selected high schools of the State. These departments will aid very materially in providing a superior class of teachers for rural schools.

Agricultural High Schools.

The legislature of 1908 set aside the sum of \$20,000 for the purpose of establishing departments of agriculture, manual training and domestic economy in at least one high school in each of the ten congressional districts.

School Libraries.

Legislation has made liberal provision for the establishment of both permanent and traveling school libraries. Upon application these libraries are sent to schools and community clubs. The demand from the rural sections all over the State evinces an interest on the part of the people for good literature.

Institutes of Higher Learning.

The reputation of Virginia's institutions of learning has attracted to her colleges and universities students from almost every State in the Union. There are four splendid normal schools, maintained by State aid, for the preparation of women for the work of teaching in the public schools, located as follows: Farmville, Harrisonburg, Fredericksburg and Radford.

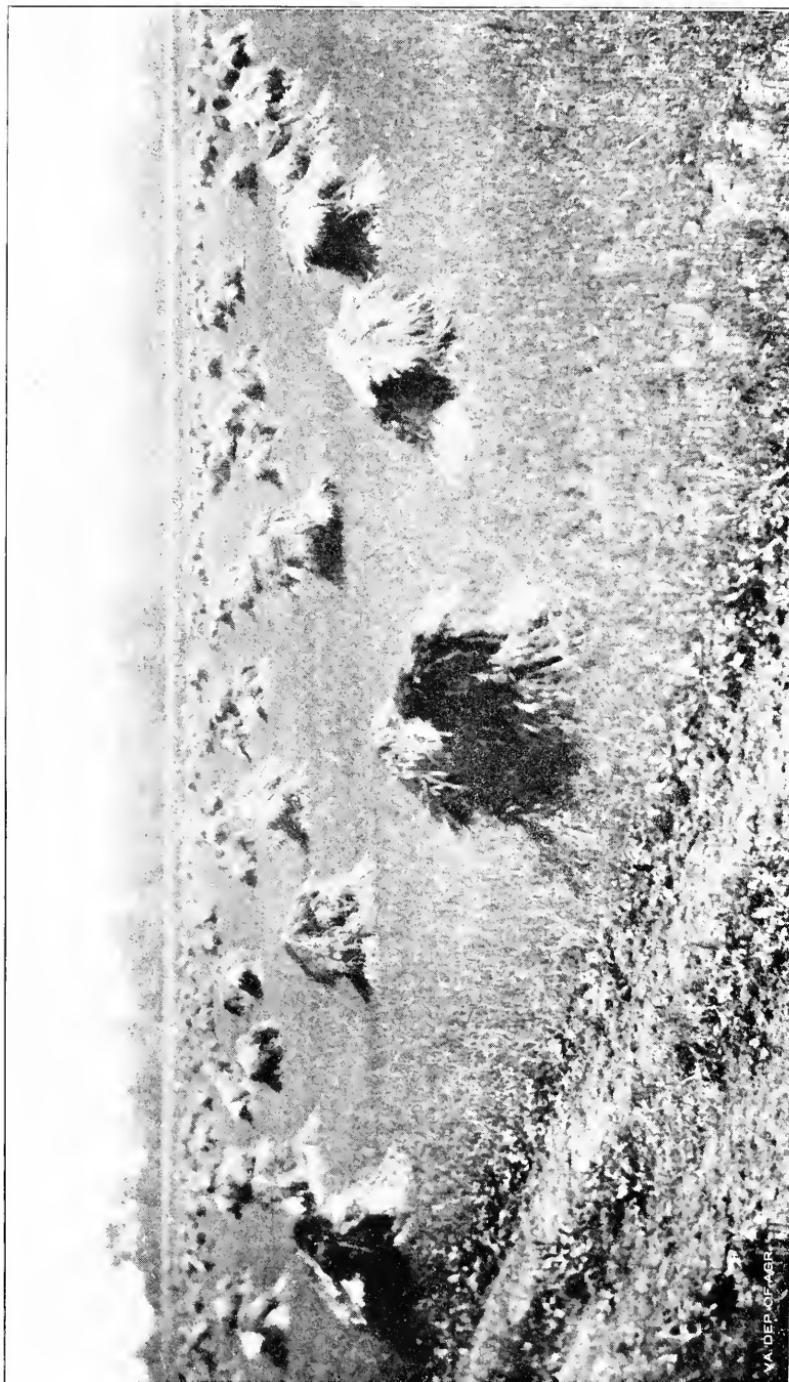
The Virginia Agricultural and Mechanical College and Polytechnic Institute, located at Blacksburg; and the University of Virginia, at Charlottesville, founded by Thomas Jefferson, are among the foremost institutions in the country. The Virginia Military Institute, Lexington, also a State institution, affords excellent instruction in military science, being second only to the United States Military Academy, at West Point. The College of William and Mary, founded in 1693, at Williamsburg, the colonial capital, and with the exception of Harvard College, the oldest in the United States, is in active operation.

In addition to these State institutions of higher learning, there are many excellent private and denominational colleges. Randolph-Macon Woman's College at Lynchburg, has an enrollment of women from all parts of the United States. Washington and Lee University at Lexington, chartered in 1782 as Liberty Hall, and endowed by George Washington, is a private institution of high rank, all parts of the country being represented in its student body.

It will thus be seen that Virginia has a complete system of public instruction, extending from the primary grades to the university and the technical schools, and many private high schools, academies and colleges. Industrial training has been introduced into the public schools of the cities and towns, and agriculture is taught in the rural public schools, as well as in the high schools previously mentioned.

The Virginia School for the Deaf and Blind at Staunton, and the Virginia School for Colored Deaf and Blind Children at Newport News are among the most efficient of their kind in the country. There are also four State hospitals for the care of the insane and one for the helpless.

Virginia maintains an efficient system of public schools for colored children. The Virginia Normal and Industrial Institute at Petersburg is a State institution exclusively for the colored race, and the Hampton Normal and Agricultural Institute at Hampton is for Negro and Indian students.



VA DEP OF FARM

Banner wheat yield in Virginia. Average 63 bushels per acre. Grown by Mr. S. H. Carter, Shenandoah county.

Natural Divisions

THE surface of Virginia shows five natural divisions that cross the State from northeast to southwest, differing in surface, climate, soil, and productions. These divisions from east to west are, Tidewater Virginia, Middle Virginia, Piedmont, the Great Valley of Virginia, and Southwest Virginia.

Tidewater Counties.

Accomac, Northampton, King George, Westmoreland, Northumberland, Richmond, Lancaster, Essex, King and Queen, Middlesex, Mathews, Gloucester, King William, New Kent, James City, Charles City, Prince George, Surry, Isle of Wight, Sussex, York, Warwick, Princess Anne, Elizabeth City, Norfolk, Nansemond, Southampton, and Greensville.

Middle Virginia.

Alexandria, Fairfax, Prince William, Stafford, Spotsylvania, Caroline, Louisa, Fluvanna, Goochland, Hanover, Henrico, Powhatan, Buckingham, Cumberland, Chesterfield, Amelia, Appomattox, Nottoway, Dinwiddie, Campbell, Prince Edward, Charlotte, Lunenburg, Brunswick, Mecklenburg, Halifax, and Pittsylvania.

Piedmont Virginia.

Loudoun, Fauquier, Culpeper, Madison, Greene, Orange, Albemarle, Nelson, Amherst, Bedford, Franklin, Patrick, Henry, and Rappahannock.

The Valley.

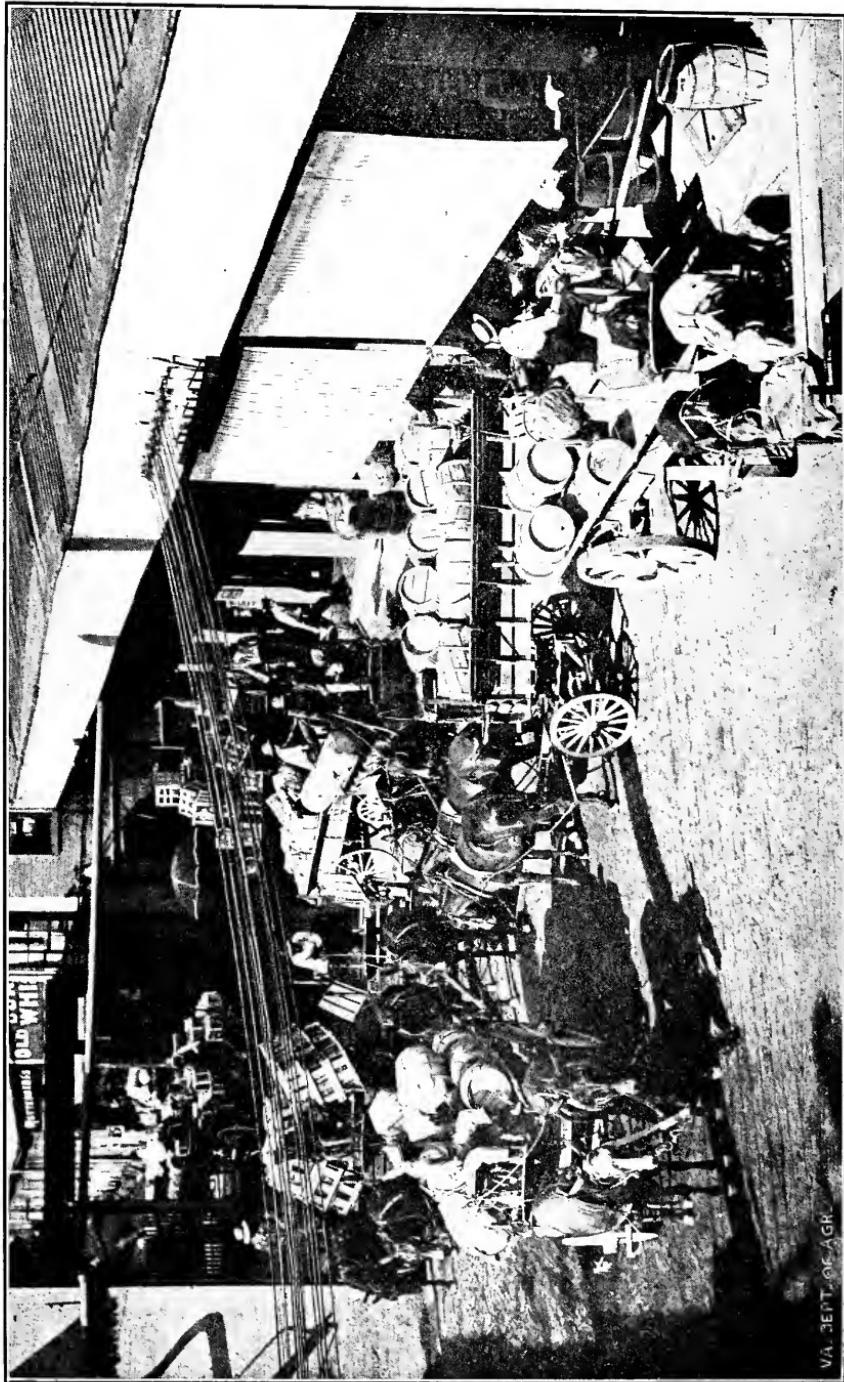
Frederick, Clarke, Warren, Shenandoah, Page, Rockingham, Augusta, Rockbridge, Botetourt, Roanoke.

Appalachia or Southwest Virginia.

Highland, Bath, Alleghany, Craig, Montgomery, Floyd, Carroll, Grayson, Pulaski, Wythe, Giles, Bland, Smyth, Tazewell, Washington, Russell, Scott, Buchanan, Wise, Lee, and Dickenson.

Tidewater Virginia.

Tidewater Virginia is esteemed by its residents—and by many of its non-residents—as the garden spot, not only of Virginia, but of the entire country as well. It comprises that section of the



Busy scene in the trucking section

V.A. DEPT. OF AGRI.

State lying mainly east of a line drawn north and south through her capital city, Richmond.

Historically this land appeals to the Nation in reminiscences of Capt. John Smith, Pocahontas, and the Cavaliers. Here at Jamestown, in 1607, English civilization was first planted in America. Here, also, is the old Colonial Capital, Williamsburg, where in her House of Burgesses the first faint cry of liberty and equality was heard. And here abound associations of those immortals, Washington, Jefferson, Henry and others.

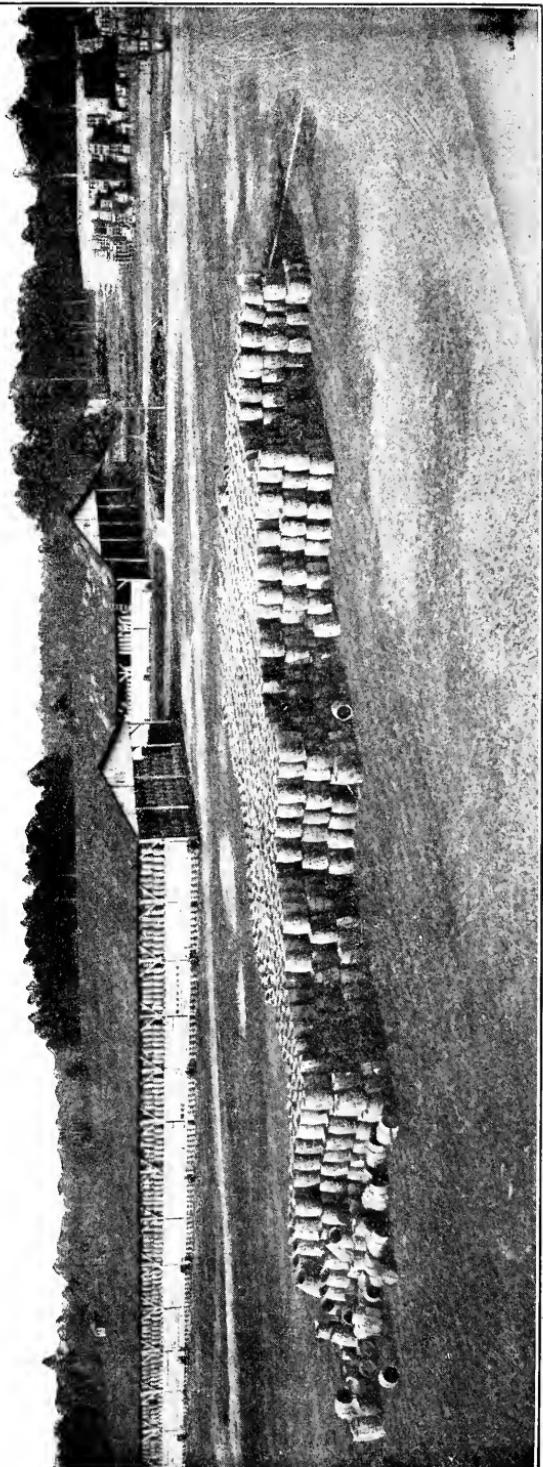
This section is divided by the waters of the Chesapeake Bay and the large tidal rivers that flow into that estuary into nine principal and a large number of secondary peninsulas. It is mainly an alluvial country, a portion of the tertiary Atlantic tidewater plain, and its surface, composed of sands and clays, is thrown into low, flat ridges forming the watershed of the peninsulas, succeeded by terraces and plains down to the water's edge, where they meet the swamps and salt marshes that always accompany well-developed, land-locked, tidal waters. This is the clay, marl, and sand region, and excepting the marshy or swampy lands that constitute a small part of the area, there is no unproductive soil.

The daily range of temperature is less in the Tidewater section than in other portions of the State, water having a great capacity for heat, storing it up and liberating it slowly. The daily annual extremes of temperature are also less than in other sections. This results in considerably retarding the date of frost formation in the fall in comparison with other sections, while in the spring frosts cease much earlier, thus insuring a longer period of crop growth free from the probabilities of damage by frosts.

The natural resources of this section are unsurpassed. Her waters abound with fish, oysters, clams and crabs. Upon these waters and in her marshes millions of water fowl and wild birds feed and have their nesting places. With more than 3,000 square miles of salt water bottom, of which 4,000 acres are set aside for oyster planting purposes and some 200,000 as a natural reserve, we can fairly claim this to be the greatest oyster section in the world.

The lands of Tidewater have productive capabilities without a parallel. The light, warm, sandy loam is adapted to produce early and abundant yields of the different crops comprised under the general head of "truck"; also berries of all varieties, cantaloupes, melons, etc. All of these crops are abundantly grown and marketed by rail and water to the large consuming centers of the country. Here may be found the best examples of intensive agriculture in the United States. The varied character of the land fits it for a wide diversification of crops, staple as well as truck.

Plant in Tidewater supplying neighborhood truckers shipping packages



Upon the fields of this section may be seen corn, wheat, alfalfa, clover and grasses of splendid quality. The peanut crop is a large and important industry. Cotton is raised to some extent in Southampton, Nansemond and adjoining counties.

From her forests millions of feet of lumber are cut and marketed annually. Millions are still standing awaiting the stroke of the woodman's axe.

Winter and summer resorts of both health and pleasure are scattered along her surf-bound shores, where thousands of prosperous people throng every season for health, pleasure and profit.

"The Eastern Shore."

The section embraced in this term includes two counties of the Tidewater division—Accomac and Northampton—situated across the Chesapeake bay from the mainland with the Atlantic Ocean on the east, forming a peninsula. For production of trucks and marine products it is unexcelled. The surface is smooth, even and almost level. The light soils are easily tilled, mostly "Norfolk loam," with some few acres of heavier lands upon which the staple crops are raised. These soils respond readily to fertilizers, mature early and bring a generous reward to the industries. The splendid transportation afforded by the Pennsylvania Railroad (New York, Philadelphia and Norfolk Railroad) bring this section into close communion with the great consuming markets. Fine modern steamers give double service from Cape Charles to Norfolk and Old Point, besides car floats many times each day. Organized business methods are practiced by the farmers of this section whose progressiveness is reflected in a recent report of the Eastern Shore Truckers' Exchange, as given below:

Eastern Shore of Virginia Produce Exchange—Packages of Produce.

Barrels of Irish potatoes	1,905,666
Barrels of sweet potatoes	722,701
Onions	60,706
Cabbage	63,733
Strawberries	67,796
Miscellaneous	31,548
<hr/>	
Number of packages shipped	2,852,150

Gross sales of produce, f. o. b.....	\$ 9,418,702.96
Gross sales of produce consigned	1,178,217.11
Total gross sales of produce	\$10,596,920.07
Purchased for members—seed.....	\$ 58,588.45
Purchased for members—covers....	161,866.37
Purchased for members—crates....	15,060.76
Purchased for members—bags.....	135.66
Total purchased for members.....	235,651.24
Gross 1917	\$10,832,571.31
Gross 1916	6,971,786.45
Increase 1917	\$ 3,860,784.86

Packages of produce in above report represent about 60 per cent. of production on the Eastern Shore.

Middle Virginia.

This section is a great, moderately undulating plain, from 25 to 100 miles wide, rising to the northwest from an elevation of 150 feet above tide at the rock rim of its eastern margin, to from 300 to 500 along its northwestern. The principal streams, as a rule, cross it at right angles; so it is a succession of ridges and valleys running southeast and northwest, the valleys often narrow and deep, but the ridges generally not very prominent.

The middle country extends westward from the "head of the tide" to the foot of the low, broken ranges that extend across the State southwest from the Potomac, near the northern corner of Fairfax, to the North Carolina line, near the southwest corner of Pennsylvania, coming to the eastern line of the Appalachian system that may with propriety be called the Atlantic coast range. The climate is characterized by an increase in the variability and range of temperature, in a moderate degree, over that of Tidewater. The change in temperature in summer and winter is greater.

Middle Virginia is considered one of the finest general farming sections in the State. In the eastern tier the soil is a sandy loam; westward its character changes to a clay loam, with areas of stiff clay in the uplands and rich alluvial soils in the bottom lands of the different rivers. Farm acreage under cultivation is mostly seeded to corn, wheat, oats, tobacco and grasses. Market gardens of truck and berries are profitable in the vicinities of the cities, and good family orchards of apples and peaches obtain.

This section is also considered by experts to be especially adapted to dairying and hog raising, due to the long grazing season, the great variety of forage crops, accessibility to markets, and excellent transportation facilities. Cows can frequently be grazed from the first of April until the last of November.

The entire area is well wooded. Farm forests and cultivated fields checker the surface, and a large portion of these farm wood lots are well wooded with merchantable trees. The natural water power and factory sites are unsurpassed. Splendid schools and churches, road building and improved methods of farming are making this one of the greatest sections of the State. No other portion of the State has shown more rapid progress than Middle Virginia in the last few years.

"The Bellwood Farm."

As an illustration of the productiveness of the soils of Middle Virginia, under intelligent management, the Bellwood Farm, in Chesterfield county, has won a national reputation in the past twenty-five years, and is a striking refutation of the term "worn-out soils" applied by the uninformed to this section of the Old Dominion.

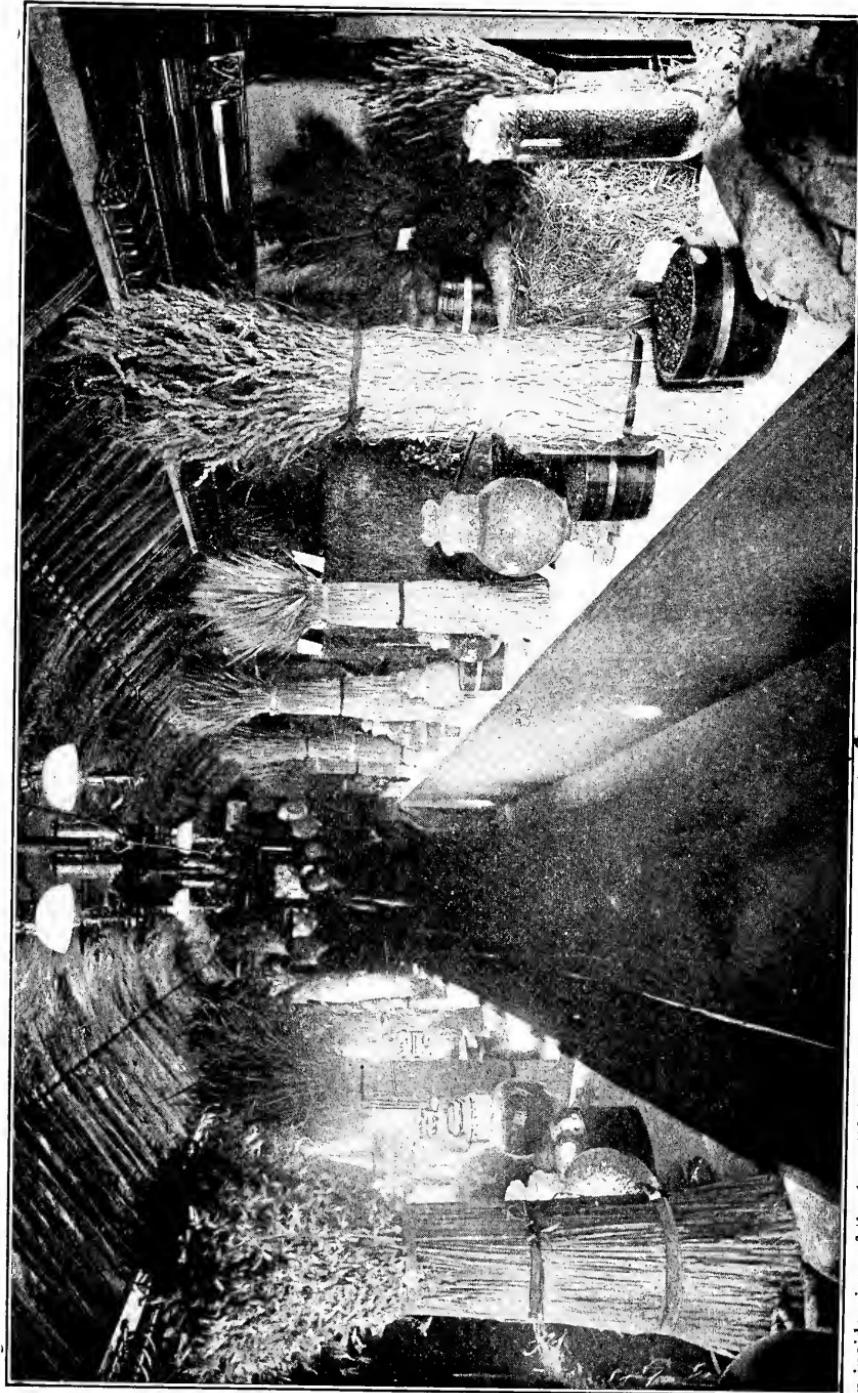
The "One-Farm Exhibit" from the Bellwood Farm installed in the Agricultural Museum of Virginia Products, at Richmond, is a beautiful illustration of the versatility and high state of fertility of which these soils are capable.

At the Panama-Pacific International Exposition this farm was awarded the following premiums:

Collection of Exhibits—Medal of Honor—Highest Possible Award.
Alfalfa Hay—Medal of Honor—Highest Possible Award.

Best 10 acres Corn Gold Medal
Varieties of Corn..... Gold Medal
Varieties of Hay..... Gold Medal
Varieties of Peanuts Gold Medal

Wheat Silver Medal
Cow Peas Silver Medal
Soy Beans Silver Medal
Grasses Silver Medal
Sorghums Silver Medal
Cow Pea Hay Silver Medal



An inside view of the beautiful exhibit car of Virginia Agricultural Crops that accompanied the Farmers' Institutes in this State last winter.
Produced and instaled by the Messrs. Bellwood.

National Corn Show, Dallas, Texas.

Bale of Alfalfa Hay.....	First Prize
Sheaf of Alfalfa	First Prize

Results meriting the above competitive awards and paying good interest on the investment are obtained from land of which Virginia has thousands of acres similar in character of soil.

Piedmont Virginia.

This section is the long belt of country stretching for 244 miles from the banks of the Potomac and the Maryland line southwest, along the eastern base of the Blue Ridge mountains, and between them and Middle Virginia to the banks of the Dan at the North Carolina line. It varies in width from 20 to 30 miles, averaging about 25, and its approximate area is 6,680 square miles.

This Piedmont country is the fifth step of the great stairway ascending to the west. Its eastern edge along Middle Virginia is from 300 to 500 feet above the sea; then come the broken ranges of the coast mountains rising as detached or connected knobs in lines or groups from 100 to 600 feet higher. These are succeeded by numberless valleys of all imaginable forms—some long, straight and wide, others narrow and widening, others again oval and almost enclosed, locally known as "coves," that extend across to and far into the Blue Ridge, the spurs of which often reach out southwardly for miles, ramifying in all directions. Portions of the Piedmont form widely extended plains. The land west of the coast ranges is generally from 300 to 500 feet above the sea, and rises to the west until, at the foot of the Blue Ridge, it attains an elevation of from 600 to 1,200 feet.

Numerous streams have their origin in the heads of the gorges on the Blue Ridge, and most of them flow across the Piedmont to the southeast, united and forming some of the well known rivers that cross Middle and even Tidewater Virginia, like the Roanoke or Staunton and the James. Some of these rivers break through the Blue Ridge from the Valley, making water gaps in that formidable mountain barrier, as the Potomac, the James and the Roanoke; but they all follow the rule above given in their way across this section. This is a genuine "Piedmont" country, surpassing in beauty of scenery and choice of prospect, so that it has always been a favorite section with men of refinement in which to fix their homes.

While the daily and monthly range of temperature in the Piedmont district is greater than nearer the coast, and slightly greater



One of Virginia's fields of magnificent corn

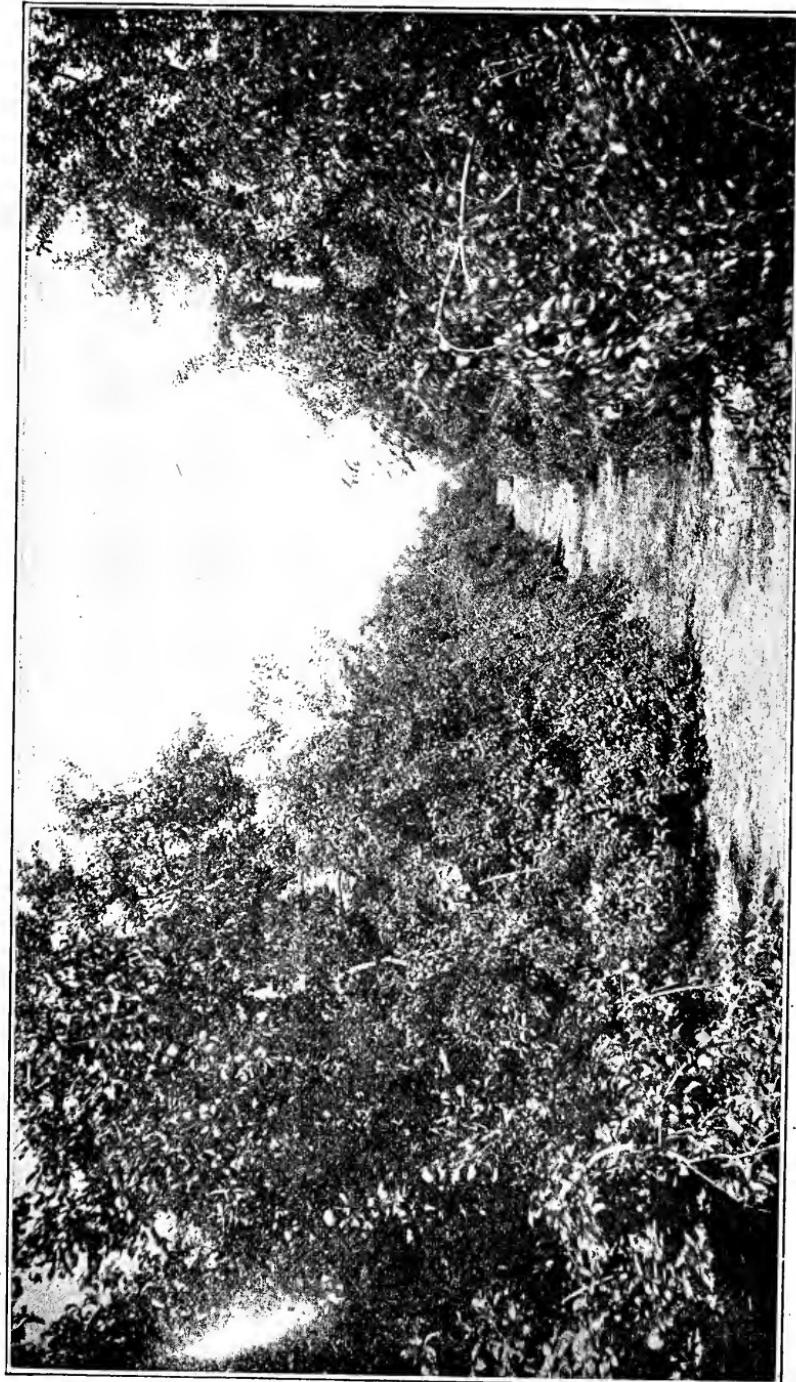
V.A. DEPT. OF AGRIC.

than in the counties of Middle Virginia, being due to the effect of elevation, rolling contours and a greater distance from Tide-water, these variations are not so great, except at rare intervals, as to disturb the favorable weather conditions for general farming. Precipitation is usually abundant and well distributed throughout the year, and long dry or wet periods are of rare occurrence. The climate in summer is tempered by the mountain breezes, and in winter it enjoys the protection of the Blue Ridge from the blizzards of the north and west. Along the Blue Ridge there is a belt of country from 1,000 to 2,500 feet above the sea level in which the humidity is exceedingly small, less than in any section east of the Rocky mountains, and the number of bright, sunny days is very large. The region has but little dew at night, owing to its low humidity, and is very beneficial to people of weak lungs. This section is shown by government statistics to be the most healthful belt in the United States. One of the arguments Thomas Jefferson used for locating the University of Virginia in this section was the pre-eminent healthfulness of the climate.

The soil is of great natural fertility and is generally underlaid with red clay, which carries enough free lime and potash for ordinary agricultural use. The mineral wealth of this section has been only partly developed. There are deposits of iron, manganese, copper, zinc, phosphate, potter's clay, marble and soapstone. The water power of this section is of great value, but is still undeveloped. All of the rivers that flow from the Blue Ridge are fed by never-failing streams, and their fall is rapid. There are many flourishing manufactories. The largest and most successful boot and shoe factories in the United States, with one exception, are located in Lynchburg, and the best woolen mills—"all wool and a yard wide"—are situated at Charlottesville.

The soil and climate of this section are especially adapted to fruit growing. Large and successful commercial orchards are found here. The finest flavored apples in the world are grown. Experts the world over recognize this fact. It is not simply that the Albemarle Pippin was Queen Victoria's favorite of all apples which has made it the most famous apple in the world. The high quality which gained the favor of the good queen has kept it in the front ranks beyond all competitors. Peaches, pears, plums, grapes, and all small fruits, find here favorable conditions of soil and climate and can be produced profitably.

The pasture fields of this section afford fine grazing for cattle and sheep. Bee culture in this section finds conditions that are no better in the country. There is good opportunity for enlargement of this industry in Piedmont Virginia.



Virginia has fine natural advantages as an apple growing State

The Great Valley.

Lying between the Blue Ridge and the Alleghany mountains is the Great Valley, a long tract of rolling country averaging from 20 to 30 miles wide, higher along the western side next to the Alleghany ridges than on the eastern. It is a part of the great Appalachian Valley, stretching from Canada to Alabama. At Harper's Ferry on the Potomac, the Valley proper is less than 300 feet above tide, but it gradually rises southwestward until it reaches the height of 1,700 feet in Southwest Virginia.

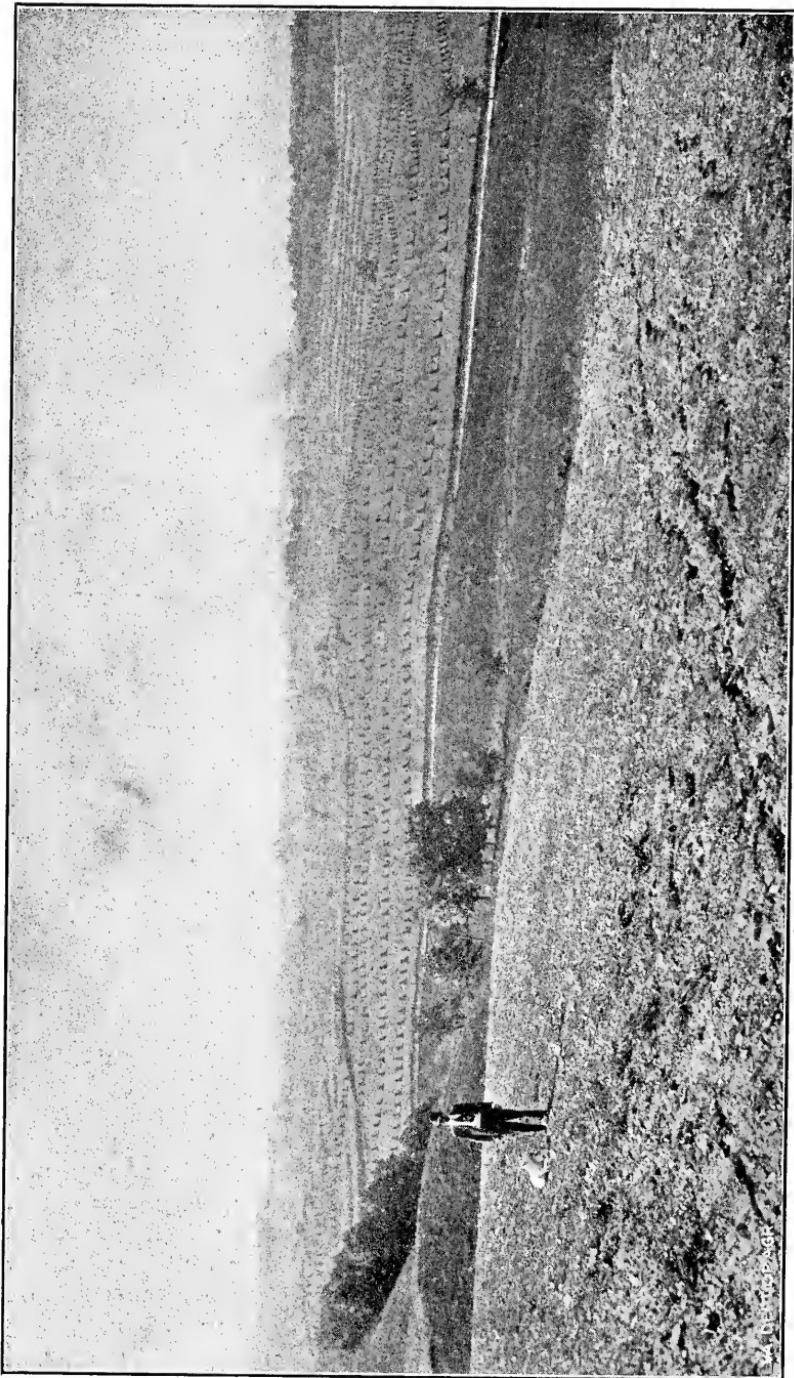
Washington, in his letter to Sir John Sinclair, written in 1796, said of this beautiful country: "In soil, climate, and production, it will be considered, if not so already, the garden-spot of America." The natural blue-grass land, the home of the stock raiser and dairyman; the heavy clay land, fat in fertilizing ingredients and always repaying the labor spent in fine crops of corn and wheat; the splendid soil for fruit growing; and accessibility to the large markets—all combine to make this section famous. The Valley is said by experts from the Agricultural Department in Washington to contain a large area of apple land the equal of any in the world. Many parts of the Valley, especially Augusta and Frederick counties, are becoming vast orchards.

Mineral deposits are iron, manganese, copper, coal, lead, ore, marble, granite and limestone, and the lumber resources are very extensive.

Appalachia or Southwest Virginia.

Just west of the great Valley of Virginia lies a mountainous section of the country, traversed its whole length by the Appalachian system of mountains, known as Appalachia or Southwest Virginia. In altitude it varies from 1,000 to 3,000 feet above the sea level and presents a great variety of soils. Appalachia is an abundantly watered region and few stockmen or farmers ever think of fencing in a field that has not one or more springs or branches. This irregular belt of country is 260 miles long.

The resources of this region in point of variety and value can hardly be surpassed by those of any area of like size in the United States. Here are found vast beds of coal, including far-famed Pocahontas, and large and valuable deposits of iron ore, zinc, lead, copper, salt, gypsum, and many other ores of minor importance, all under more or less active development. Between these storehouses of mineral wealth run a number of smiling valleys, many of them long, some of them comparatively narrow, but of surpassing fertility and of special adaptability to bluegrass. Thou-



A picture of one of the ten thousand Virginia Farms

sands of cattle are now grazing on grass-clad hills and mountains which have never been plowed or cultivated, but have clothed themselves with natural blue-grass as fast as the timber was removed. This is especially true where limestone boulders crop out on the surface. This section has the unique distinction of being the only section in the United States which ships export cattle direct from the blue grass pasture fields to foreign ports. The



Alfalfa Hay on a Modern Virginia Farm

Norfolk and Western, which traverses this section, reports 3,750 carloads of export cattle and steers shipped during twelve months; spring lambs and sheep, 982 carloads; horses and mules, 350 carloads, and hogs 4,885,337 pounds.

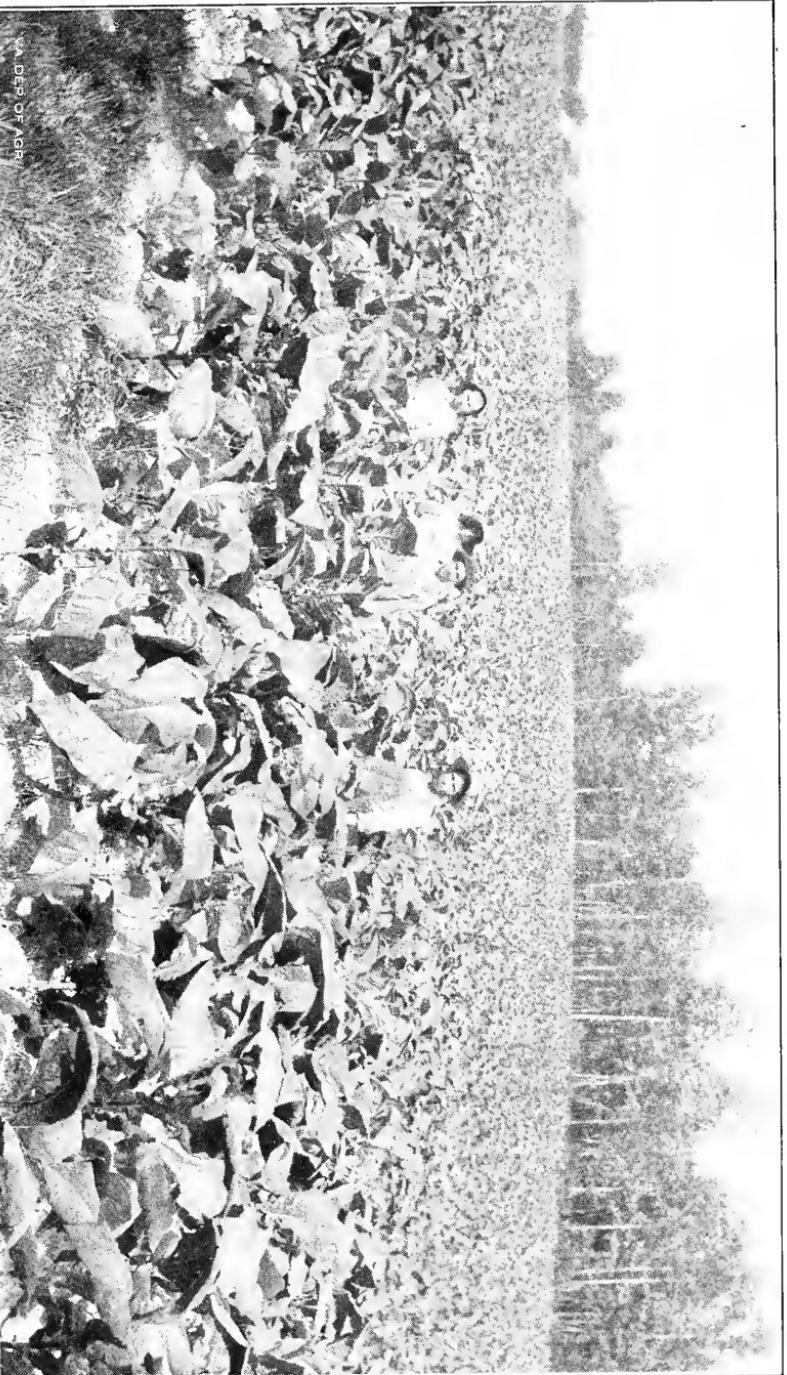
The growing of cabbage and late potatoes has lately become a large and prosperous industry in this section of Virginia. One station shipped 1,312 carloads in one year. Many carloads of cabbage are shipped to Cuba.

Seldom is found such pleasant blending of agricultural wealth and untold mineral deposits, with unlimited water power, awaiting the command of genius and capital to utilize it to commercial advantage.



Virginia has unsurpassed water power

VA DEPT OF AGR



A fine field of bright tobacco, 1918 crop

Rivers and Water Supply

THE principal watershed of the State is formed by the Blue Ridge of the Appalachian mountains and extends from Harper's Ferry in a southwesterly direction across the State. West of and parallel to this range, and containing still higher summits are the Shenandoah mountains, while still farther west are the Alleghanies.

The Blue Ridge is pierced near the northern border of the State by the Potomac river at Harper's Ferry, and within the State by James river, at Balcony Falls, near Glasgow, and by the Roanoke river near Stewartsville. The Alleghany mountains are pierced by New river near the western border of the State at the Narrows.

Five large and navigable rivers, with their affluent and tributaries, drain five-sixths of the State. These all empty into the Atlantic, the Potomac, Rappahannock, York, and James through the Chesapeake bay, and the Roanoke or Staunton through Albemarle sound. They are all navigable to the head of Tidewater by large steamboats and sailing vessels. Besides these there are other long and copious streams or rivers, the Shenandoah, flowing through the Valley, and New river and Clinch in Southwest Virginia. These rivers are all supplied by multitudinous streams, rivulets and creeks, many of these long and of sufficient size to entitle them to the name of rivers. These affluents are but a few of the hundreds of streams in every part of the State that fall below the dimensions of rivers, but which, in conjunction with the bolder streams, irrigate the country and furnish inexhaustible water power. Never-failing springs of pure, sparkling water abound in every section, many of them possessing medicinal properties of high order. Rainfall within the State is fairly well distributed throughout the year.

Of the four navigable rivers of Virginia, that are tidal to the ocean, three of them, the Potomac, Rappahannock and James, take their rise in the mountain region and wind through landscapes of surpassing loveliness to deliver their waters in that bay which, like an inland sea, washes her eastern front. The York, a wide, straight stream, navigable for the largest vessels, is less than forty miles in length, and is rather an estuary, or arm of the bay, than a river.

The Chesapeake bay is not only the most picturesque and beautiful sheet of water upon the globe, but it has no equal for the abundance and variety of the marine food which it supplies.

It is 200 miles long, with an average width of 15 miles. It has the most abundant oyster beds in the world, and its Lynnhaven bay oyster is confessedly the largest and most delicious of this bivalve to be found in any water. It supplies, in inexhaustible quantities, every fish known to the southern waters, with the exception of the pompano, which is peculiar to the Gulf of Mexico. Turtles, crabs, terrapins, lobsters and clams abound, while birds by tens of thousands crowd its waters and the inlets and marshes that mark its borders—swans, geese, ducks, and sora. The canvas-back ducks, that feed on the wild celery and grasses that fringe its banks, possess a game flavor that is coveted by the epicure.

From the above statements it can easily be believed that Virginia is one of the most abundantly watered countries upon the face of the earth. There can scarcely be found a square mile on which there is not either a running stream or a bold spring.

Water Power.

In this busy age when every accessory of human industry is eagerly utilized, it may not be amiss to call more particular attention to the marvelous supply of water power which the rivers and streams of the State afford.

Even in Tidewater, the flattest part of the State, the numerous smaller rivers and creeks have sufficient fall to furnish ample water power for grist mills, and, of course, the same power could be used for other purposes. Where Tidewater joins Middle Virginia there is a rocky ledge, which rises up quite abruptly and over which all streams have to pour to reach the ocean. In pouring over that ledge rapids are formed which give magnificent water power. This water power is especially fine just above Alexandria on the Potomac; at Fredericksburg on the Rappahannock; at Richmond on the James; and at Petersburg on the Appomattox. Indeed, as Commodore M. F. Maury says, "The James river and its tributaries alone afford water power enough to line their banks from Covington and Lexington, with a single row of factories, all the way to Richmond." New river, in the western part of the State, also furnishes magnificent water power. In fact, all through the State an abundance of the finest water power is awaiting development. A very small portion of this power is at present developed.

Summary Statement of the Mineral Resources of Virginia

Prepared by DR. THOMAS L. WATSON, State Geologist.

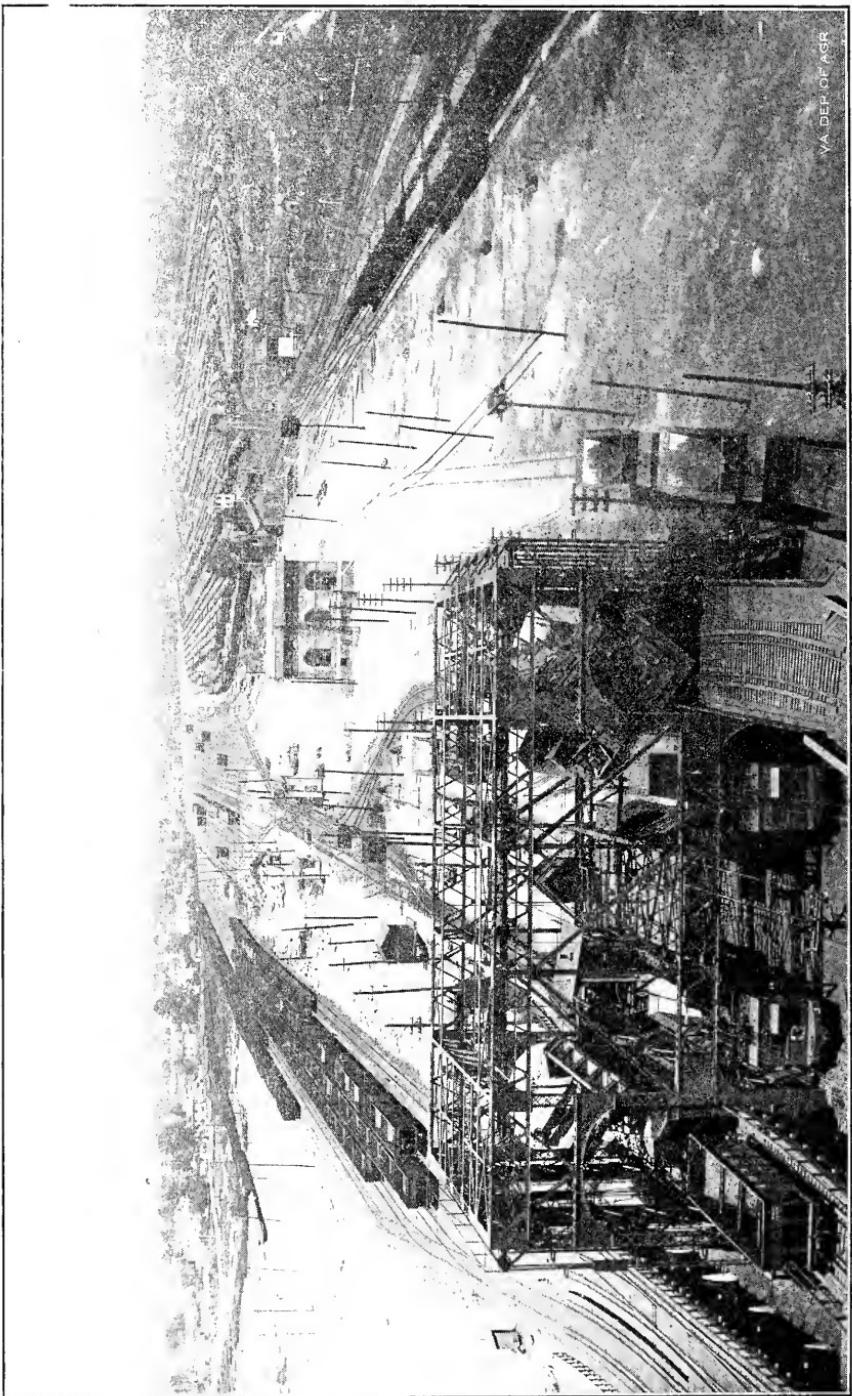
VIRGINIA is possessed of an abundance and variety of mineral materials, many of which have been worked since early colonial days, especially coal, iron ores, and brick clays.

- In 1917, the latest year for which mineral statistics collected by the State Geological Survey are available, there were mined in Virginia 35 mineral materials, many of them on a large scale, aggregating in total value about \$45,000,000. This represents an increased annual valuation due chiefly to higher prices ruling under war conditions. It also represents an increased production in many of the materials mined, such as coal, manganese and manganiferous ores, pyrite, etc., which are actual war necessities and are therefore grouped as war minerals.

Mining of iron ore in Virginia in 1609 by the Jamestown colonists was the first iron ore mined in the United States. The commercial deposits of iron ore in Virginia are confined to the Piedmont and Appalachian provinces. The production of iron ores in Virginia in 1917 amounted to 472,311 long tons, valued at \$1,182,338. The valuation of the production of pig iron in Virginia for the same year is estimated at \$7,500,000.

Virginia has always held an important position as a producer of manganese ores, which are derived chiefly from three sections of the State: (1) The eastern Valley counties, extending along the foot of the Blue Ridge from Warren county on the north to Smyth county on the southwest, inclusive; (2) many of the counties in western Virginia, including Tazewell, Bland, Giles, Craig, Bath, Shenandoah, and Frederick; and (3) a group of counties in the Piedmont province, of which Campbell is the principal producer at the present time. The production of manganese and manganiferous ores in Virginia for 1917 will exceed \$700,000 in valuation.

Virginia has long held the position of first producer of pyrite (iron sulphide used in the manufacture of sulphuric acid) among pyrite-producing States in the United States. Commercial pyrite occurs in Buckingham, Louisa, Prince William, Stafford, and Spotsylvania counties, and mines are opened in each county. The pyrite mines of Louisa and Prince William counties are the largest ones in the United States, pyrrhotite, magnetic pyrite, used for the same purpose as pyrite, occurs in abundance in Floyd, Carroll, and Grayson counties. It is extensively mined at Monarat



Lambert's Point terminal Norfolk and Western Railway Company, Norfolk, Va. 3,000 cars Pocahontas Coal awaiting Vessels

in Carroll county for use in acid making at Pulaski. The value of the production of pyrite and pyrrhotite in Virginia for the year 1917 was \$1,378,043.

Gold occurs and has been mined in Fauquier, Stafford, Culpeper, Orange, Spotsylvania, Louisa, Fluvanna, Goochland, and Buckingham counties. Gold mining in the State dates from the year 1831, and from 1831 to 1850 the production was reasonably steady, the annual value being between \$50,000 and \$100,000. At present the production is small, but considerable activity is now being manifested in the mines of this belt, which should yield steady and profitable returns if properly managed.

Copper ores are found in Halifax, Charlotte, Warren, Fauquier, Rappahannock, Madison, Page, Greene, Albemarle, Buckingham, Floyd, Carroll, and Grayson counties. The principal area in Virginia producing copper ores at the present time is the Virgina district which includes parts of Halifax and Charlotte counties. The 1917 production of copper in Virginia is estimated at more than \$40,000.

Lead mining in Virginia dates back more than 150 years, and the old lead mines of Austinville, Wythe county, were the first to be worked. Mining of zinc ores in the State dates from the opening of the mines at Bertha, Wythe county, in 1879. The production of lead and zinc in Virginia, which in 1916 amounted to nearly \$700,000 in value, has been increased during the past several years by the output from the Holladay and Allah Cooper mines in Spotsylvania county.

Of the minerals mined in Virginia, coal is the most important both from the standpoint of quantity and value. In 1917 the production in the State amounted to 10,087,091 short tons, valued at \$20,125,713. The production of coke for the same year amounted to 1,304,230 short tons, valued at \$5,785,934. Virginia takes rank among the principal coal-producing States in the United States because of the extensive coal fields in the southwest part of the State, which include a part or all of the following counties: Tazewell, Russell, Scott, Dickenson, Buchanan, Wise and Lee. Coal is also produced in Montgomery and Pulaski counties, and deposits are known in Frederick, Augusta, Botetourt, Bland, and Wythe counties. In addition to these an important coal area, and the only one adjacent to Tidewater on the Atlantic slope of the United States, is the *Richmond Coal Basin*, which covers parts of the following five counties: Henrico, Chesterfield, Powhatan, Goochland, and Amelia. The coals of this basin represent a good grade of bituminous fuel which has been mined quite extensively at several localities on the east side of the basin.

The clays of Virginia show great variety, are widely distributed, and are suitable for many commercial purposes. Almost every county in Virginia contains clay suitable for the manufacture of common brick, and, in most cases, the deposits are of such character that common brick of the best quality can be made. The total value of clay products in Virginia in 1917 was \$1,664,305.

The production of stone has been an important industry in the State for many years, and the product of some varieties, especially granite, has been used in many notable structures. The stone industry for 1917 was third in importance among those based on the mineral wealth of the State, being surpassed only by coal and coke. The production of stone in Virginia for 1917, including granite, limestone, sandstone, and slate, was valued at \$1,739,946.

The mineral waters of Virginia are an important source of revenue in the State. Virginia has a large number of spring resorts and a great variety and abundance of well-known commercial waters. Indeed, Virginia is par excellence a mineral springs State, occupying among the South Atlantic States the same position that New York does in the North Atlantic section. Virginia is second only to New York in the number of springs that are utilized commercially and exceeds New York in the number of resorts. The total sales of water from the mineral springs in Virginia in 1917 amounted to 2,518,050 gallons, valued at \$237,788.

Other mineral products produced in Virginia in 1917 and their valuations are tabulated below:

Gold	\$ 1,300
Lime	1,820,446
Mica	25,540
Millstones and chasers	18,980
Precious stones	2,677
Sand and gravel	532,310
Silver	3,700
Talc and soapstone	489,062
Titanium minerals:	
Ilmenite (Estimated)	1,900
Rutile (Estimated)	16,500
Miscellaneous*	1,630,824

* Includes asbestos, barytes, cement, emery, gypsum, marble, peat, quartz (silicia), and salt.

Forest Resources of Virginia

By R. C. JONES, State Forester.

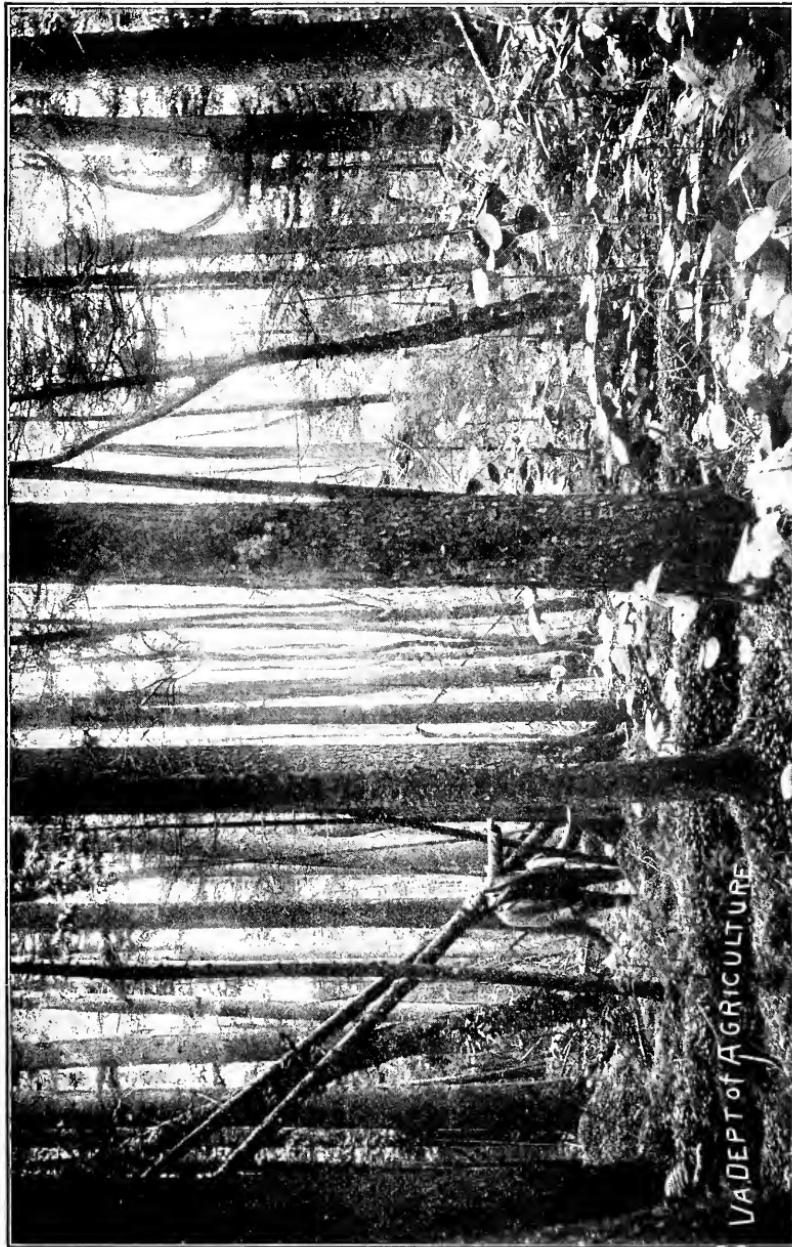
THE forests of Virginia constitute a natural resource of tremendous value to the people of the State. It is naturally a forested State, almost the entire surface having been covered with magnificent stands of timber at the time of its first settlement by white men. It is one of the oldest lumbering States in the Union, logs having been shipped from its forests to Europe and to the West Indies since early colonial times, and with the early commercial development of the nation large quantities began to be shipped to the large consuming centers of the northeast, which has continued as a very important business to the present time.

According to the figures of the most recent census of manufactures taken in 1909, there were in operation, 3,511 sawmills, a greater number than in any other State in the Union, and the production of lumber, veneer, staves, heading, poles, mine-props, and cordwood amounted to nearly 2 3-4 billions board feet (rank eighth among the States of the Union), worth more than \$25,000,000. This is the value of only the crude products. A portion of the lumber is further manufactured by wood-using industries within the State, giving it an increased value of about \$10,000,000 per year, and the capital invested in the plants of these wood-using industries in sawmills is about \$25,000,000.

The production of lumber in the Tidewater section of the State consists principally of yellow pine, with also considerable amounts of oak, red, black and tupelo gum, maple, etc., and in certain swampy sections considerable quantities of cypress and white cedar or juniper.

In the Piedmont section of the State the cut is about equally divided between yellow pine and various hardwoods, among which the oaks predominate. In the mountainous sections of the State the lumber cut consists principally of oak, chestnut, and yellow poplar, with also considerable quantities of hickory, maple, basswood, hemlock, white pine and yellow pine.

In spite of the great amount of timber that has been, and is being cut from the forests of Virginia, there still remains a very large quantity of valuable standing timber. The forest area of the State, including both virgin and second growth timber and recently cut-over lands, is estimated to be not less than 15,000,000 acres, and the present stand of merchantable timber is estimated to



VA DEPT of AGRICULTURE

Virginia's lumber output has grown to one and three-fourths billion feet per annum

be not less than 30,000,000 board feet. This is due to the ease with which timber reproduces itself on cut-over land and on farm land when not kept in cultivation, and to the rapidity or growth of the young stands, particularly the yellow pine in the eastern part of the State.

The present forests comprise a very great variety of species and sizes, and offer splendid opportunities for use in the manufacture of a great variety of products. About sixty per cent. of the standing timber is estimated to consist of various hardwoods, the balance being softwoods. The relative abundance of the different species is approximately in the following order: yellow pine, oak, chestnut, yellow poplar, red gum, black and tupelo gums, hickory, hemlock, beech, white pine, willow, cypress, red cedar, ash, black locust, birch, basswood, cottonwood, spruce, walnut, sycamore, cherry, and white cedar. There are also small amounts of several other species.

In the central and eastern parts of the State and in the valley sections of the mountainous parts, the forests are principally in rather small bodies, which makes their protection against fire a much easier matter than in sections where the timber is in large bodies. In the mountainous parts of the State forest-fires have in the past caused considerable destruction, particularly following lumbering operations, but a strong sentiment against allowing the occurrence of forest-fires is developing, and the prospects for the production of continuous supplies of timber in the mountains are very favorable. By the application of the sound business principles of forestry to the management of the forests of Virginia very large yields of valuable material can be secured for an indefinite length of time.



Virginia has millions of undeveloped water power

Farm in the Blue Grass country



V.A. DEP OF AGRI

Agricultural Resources

AGRICULTURE has been and is the occupation of the great majority of Virginia's people. She is essentially an agricultural State. The principal agricultural products are corn, wheat, oats, buckwheat, barley, tobacco, and the native and cultivated grasses, which, together with the clovers and other legumes, yield an abundance of hay. There is every conceivable variety of soil from the sandy loam of the seacoast to the stiff clay of the western portions, and, although of such variety, there is one noteworthy fact, and that is, the ease with which nearly all of the soil is cultivated and its ready response to intelligent treatment. There is no "worn-out" Virginia soil. If there is anyone anywhere who desires to take up any branch of agriculture, or desires to devote his time to the raising of any variety of cereal, grass, legume, fruit or animal, he can find in Virginia land and conditions ideally suitable to that identical thing.

What the Secretary of Agriculture Said.

A Secretary of the United States Department of Agriculture said: "With proper attention to stock raising and legume growing six or seven years will make your southern lands worth \$100 per acre. There is no more alluring opportunity in America than that of taking \$20 or \$30 southern lands and increasing their values five or six times in a decade, besides making good profits while doing it."

And this advice, fortunately for the homeseekers and for the South as well, has been confidently followed. Particularly has Virginia profited by the southern trend of immigration; for her long growing season, her salubrious climate, her well-watered lands and her bright, sunny days, all assist nature in making her an ideal farming State. To those who have lived in regions harassed by long, cruel winters she seems an Eden.

Statistics, even to the most practical minds, are seldom interesting, but a few figures touching the Old Dominion will attract more than a passing glance from homeseekers in other parts of the Union and in foreign lands. Here are some notable facts about Virginia:

In 1880 she had a population of 1,512,565. The 1910 census gave a population of 2,061,612—an increase of 36.3, with a present population of 2,239,029.

During the same period her wealth increased from \$707,000,000 to \$1,650,000,000, or by \$943,000,000, which means a gain of 133.3,

with an estimated wealth at present amounting to over \$2,500,-000,000.

Railroad mileage increased from 1,092 miles in 1880 to 4,609 at present, a gain of 146 per cent.

Mineral production jumped from \$1,438,000 to \$16,000,000 in 1910, with an estimated value at the present of \$45,000,000, and lumber production from 315,939,000 feet to 2,102,000,000, with an annual production at present of over 2,000,000,000 feet.

Production and Value of Staple Crops in Virginia—1909-1917.

	PRODUCTION		VALUE	
	1909	1917	1909	1917
Corn.....	38,295,141	Bu.	72,275,000	Bu.
Wheat	8,076,989	"	17,920,000	"
Oats	2,884,495	"	5,512,000	"
Rye.....	438,345	"	1,155,000	"
Barley.....	253,649	"	360,000	"
Buckwheat	332,222	"	696,000	"
Tobacco	132,979,390	Lbs.	129,500,000	Lbs.
Hay	8,823,383	Tons	1,000,000	Tons
Peanuts	4,284,340	Bu.	5,775,000	Bus
Potatoes	8,770,778	"	19,800,008	"
Cotton	10,480	Bales	16,000	"

With an extreme length of 440 miles, the land of the Old Dominion rises from the sea level to a height of more than 5,700 feet, and within its Tidewater, Piedmont, Valley and Highland areas are between four and five million acres of soil not yet occupied by farms capable of making such increases in production and value as exhibited by the above table.

Grains.

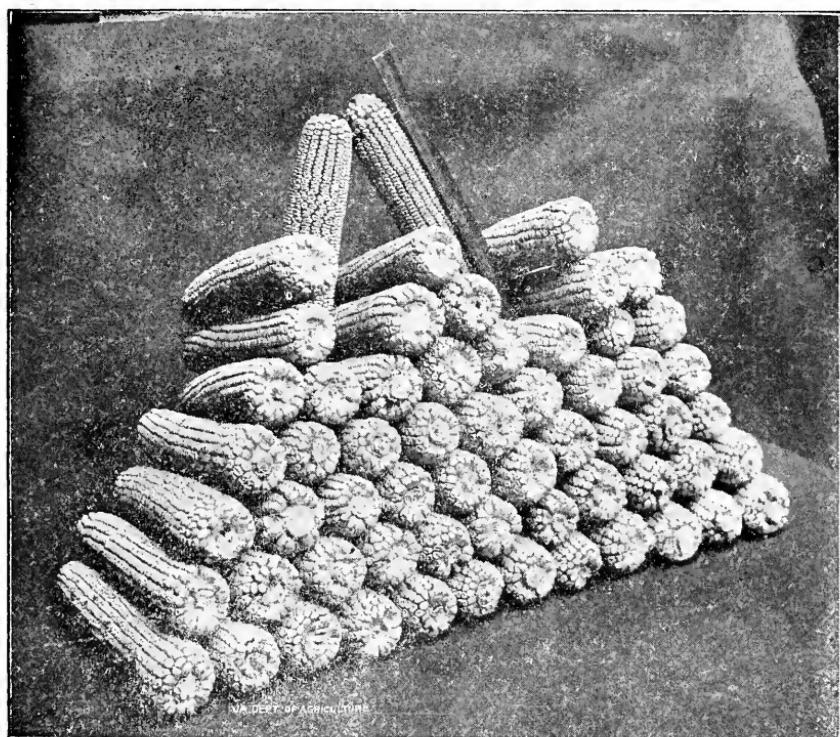
Virginia is rapidly becoming an important grain-growing State; 60 bushels of corn and 40 bushels of wheat per acre are reported by many of our best farmers. The fact that the average price of corn per bushel is higher in Virginia than in any of the Western and North Atlantic States and the large increase in yields brought about by improved methods of agriculture have stimulated our farmers to greater efforts in grain production.

Grasses.

The western portion of the State has been recognized for years as an unsurpassed hay producing section. Bluegrass grows luxuriantly in the valleys and on mountain sides. Clover, timothy, herds grass or red top, and alfalfa are the principal grasses grown all over the State.

Legumes.

Virginia is recognized as the home of the legumes—soil improvers and nitrogen-gatherers—such as cowpeas, soy beans, crimson clover, hairy vetch, and alfalfa. From the mountains to the sea these crops are grown, not only as soil improvers, but for forage. Virginia now has about 75,000 acres in alfalfa. One farm



Some well-bred Virginia corn

has 500 acres growing, and produced in one year more than \$40,000 in alfalfa hay. Wherever scientific methods have been adopted success is always certain.

Tobacco.

Virginia may justly claim to be the originator of the tobacco industry in this country. The principal occupation of the early colonists was tobacco culture. In the historic town of Jamestown, in James City county, tobacco was first grown by the early settlers. The first exportation was made in 1612 by John Rolfe. At that

time all of the tobacco, except what was used by the colonists, was exported to Europe. The culture of tobacco rapidly increased, so much so that the subsistence of the colonists was seriously threatened. Consequently laws were passed by the Colonial Legislature of Virginia that every person cultivating one acre of tobacco should cultivate two acres of corn. Commercial fertilizers were unknown at that time, yet the colonists produced a fine quality of tobacco, due largely to the virgin fertility of the soil.

Virginia produced on an average in the past three years from 190,000 acres in tobacco a crop worth nearly \$40,000,000. Bright tobacco is, in a part of the State, the staple principally relied on as a money-making crop.

There are five distinct qualities of tobacco produced in Virginia—dark shipping, red and colored shipping, sun and air-cured fillers, bright yellow wrappers, smokers and fillers, and mahogany flue-cured manufacturing. These are each characterized by peculiarities of color, quality, body and flavor, the result of soil influence modified by curing and management. The "Virginia Leaf," the finest tobacco raised in the United States, has a world-wide reputation for excellence. It thrives best in the uplands of Middle Virginia and in the Piedmont. In Halifax, Pittsylvania and Henry counties, bordering on the North Carolina line, midway of the State, and in smaller areas of contiguous counties, the famous "bright tobacco" is raised. This always commands a fine price.

Peanuts.

Virginia is one of the largest peanut growing States in America. In the southeastern portion of the State, in the counties between the James river and North Carolina line, the cultivation of the peanut is an extensive and profitable industry. On account of flavor and quality, Virginia peanuts bring the highest prices. One hundred bushels per acre may be grown. The yearly value of this crop is about eleven million dollars.

Trucks.

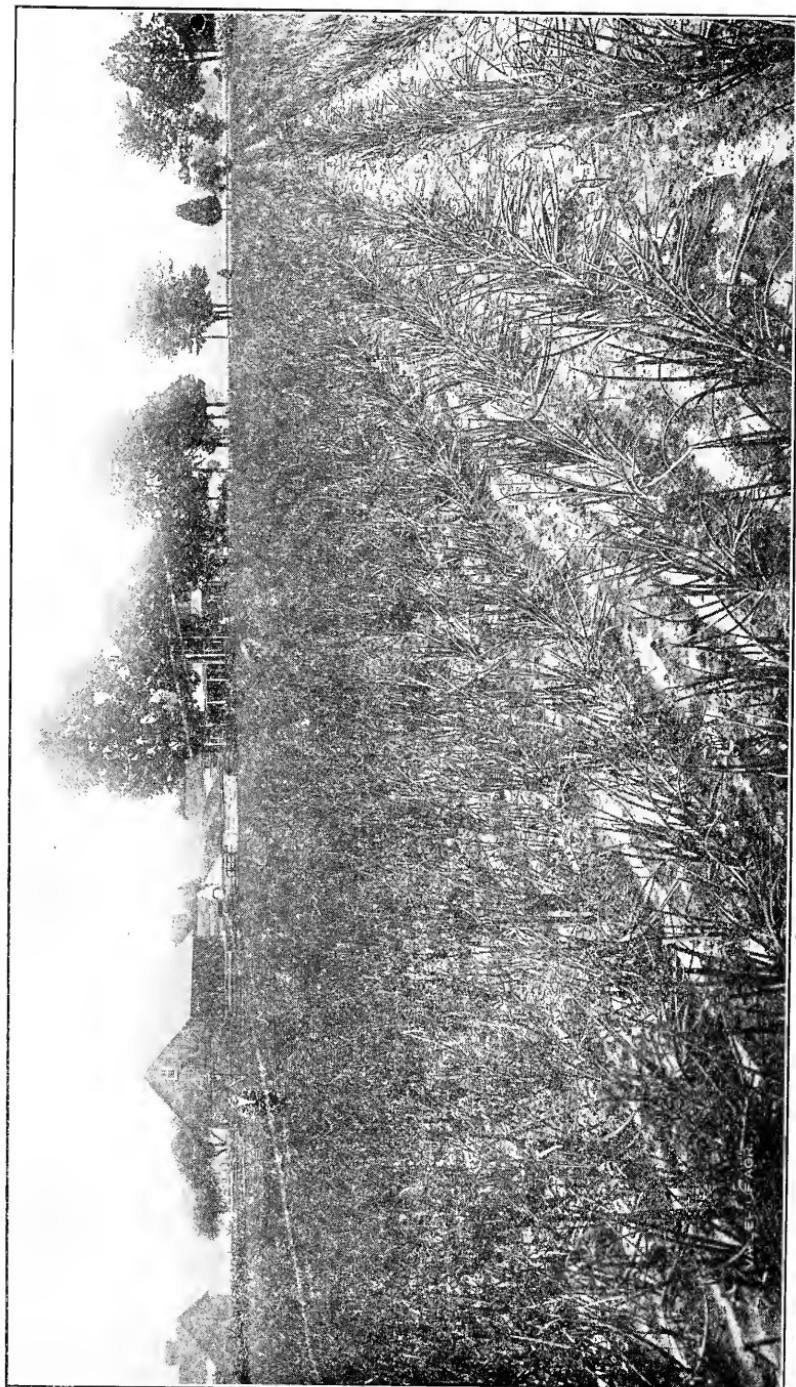
Virginia is today the greatest trucking State in America. Its truck crops brought last year \$18,000,000, an increase in ten years of 80 per cent. The counties of Accomac and Northampton, the "Eastern Shore," produce annually more than three million dollars' worth of Irish and sweet potatoes. The whole eastern section of the State, contiguous to large bodies of water, has its climate so modified by the Gulf Stream and the lands responds so quickly that truck raising has become a very lucrative business. This lucrative business is not confined to the Tidewater

section, however. Five railroad stations in Smyth and Wythe counties in Southwest Virginia, shipped in one year 30,000,000 pounds of cabbage. Some Virginia trucking lands cannot be bought for \$300 per acre. Lands are valuable when cabbage and onions produce \$500 crops per acre; lettuce \$1,300 per acre, and when 330 bushels of potatoes per acre grow on 100-acre fields. After the potato crop has been harvested the same land grows 50 bushels of corn per acre the same season; and at the last working of the corn the land is seeded to crimson clover—three crops in one season. There is yet an abundance of land that may be brought for \$25.00 per acre and easily improved so as to grow fine crops.

Fruits.

Virginia is one of the most highly-favored fruit-growing States in the Union. Indeed, when the variety, abundance and excellence of its fruits are considered, it is doubtful if any other State can compare with it in this respect. Apples, peaches, pears, cherries, quinces, plums, damsons and grapes are in abundance, while the smaller fruits, such as strawberries, raspberries, blackberries, gooseberries and currants, are plentiful. The foothills of the Piedmont and Blue Ridge are especially adapted to the apple, some orchards producing as much as from \$450 to \$500 per acre. The peach, requiring a somewhat warmer climate, abounds more plentifully in Middle Virginia and Tidewater. The eastern slopes of the Blue Ridge are especially prolific in grapes, Albemarle county taking the lead in their cultivation. They are of excellent quality and flavor, both for table use and wine making.

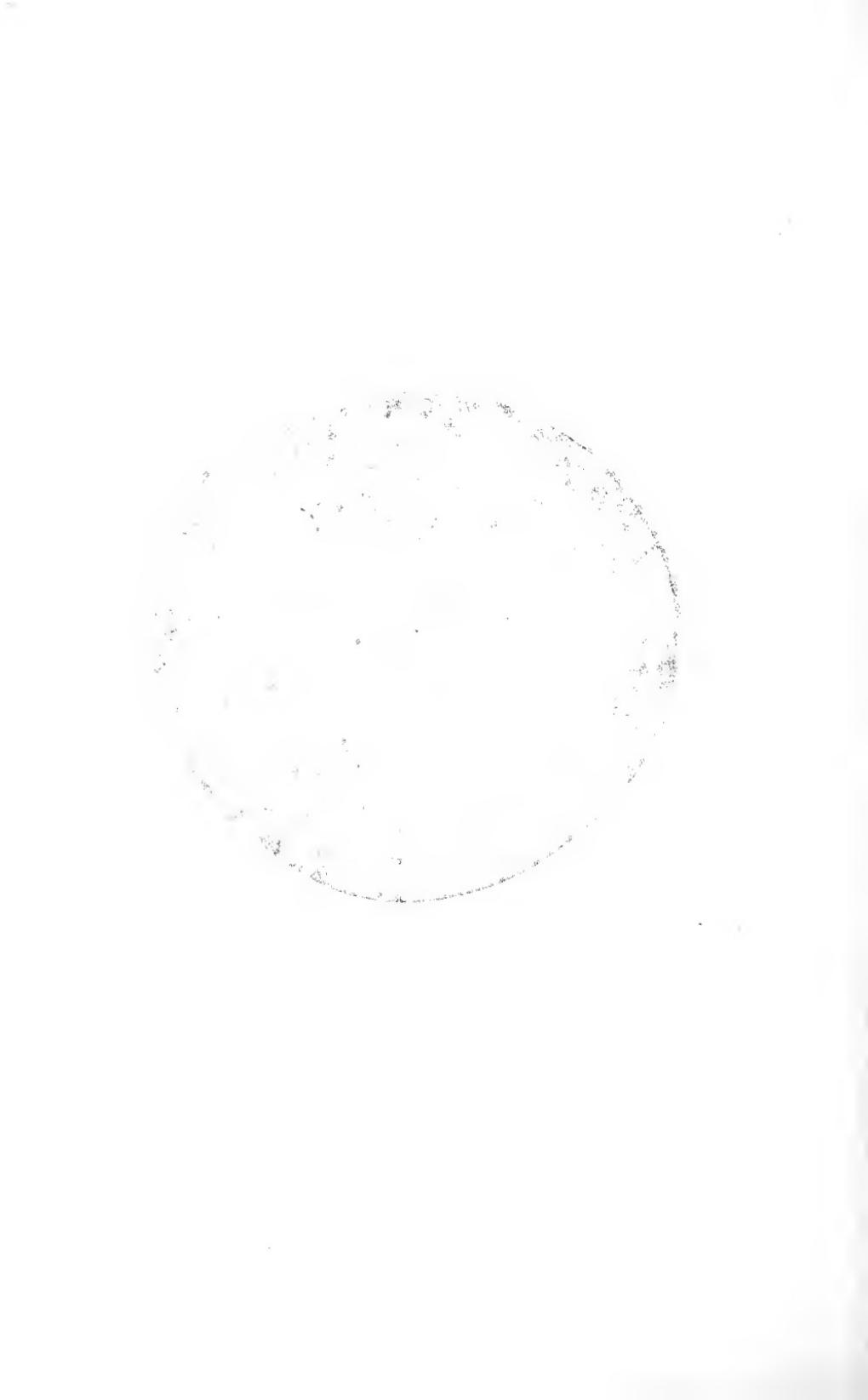
Apples may be said to be the principal fruit crop of the State. They are extensively grown and there is a yearly increasing number of trees planted. Mr. H. E. Vandeman, one of the best-known horticulturists in the country, says that there is not in all North America a better place to plant orchards than in Virginia. He says: "For rich apple soil, good flavor and keeping qualities of the fruit, and nearness to the great markets of the East and Europe, your country is wonderfully favored." The famous Albemarle Pippin is considered the most deliciously flavored apple in the world. Sixty years ago the Hon. Andrew Stevenson, of Albemarle, when minister from this country to England, presented a barrel of Albemarle Pippins to Queen Victoria, and from that day to this it has been the favorite apple in the royal household of Great Britain. Although the Blue Ridge, Piedmont, Valley, and Southwest sections are more particularly adapted to the apple, they are grown to some extent in every section of the State. The fig, pomegranate and other delicate fruits flourish in the Tidewater region.



Onion field on the "Eastern Shore" of Virginia



The Virginia Winesap Apple.



We have mentioned the cultivated fruit; but in many sections there will be found growing wild in abundance, the strawberry, the whortleberry, the haw, the persimmon, the plum, the blackberry, the dewberry, a fine variety of grapes for jellies and wines, the cherry, the raspberry and the mulberry; and there may be found the chestnut, the hazelnut, the walnut, the hickorynut, the beech-nut, and the chinquepin.

Some orchards in the State have yielded crops that sold as high as \$500 per acre in the orchard. There are now many large commercial orchards in this State.

Live Stock.

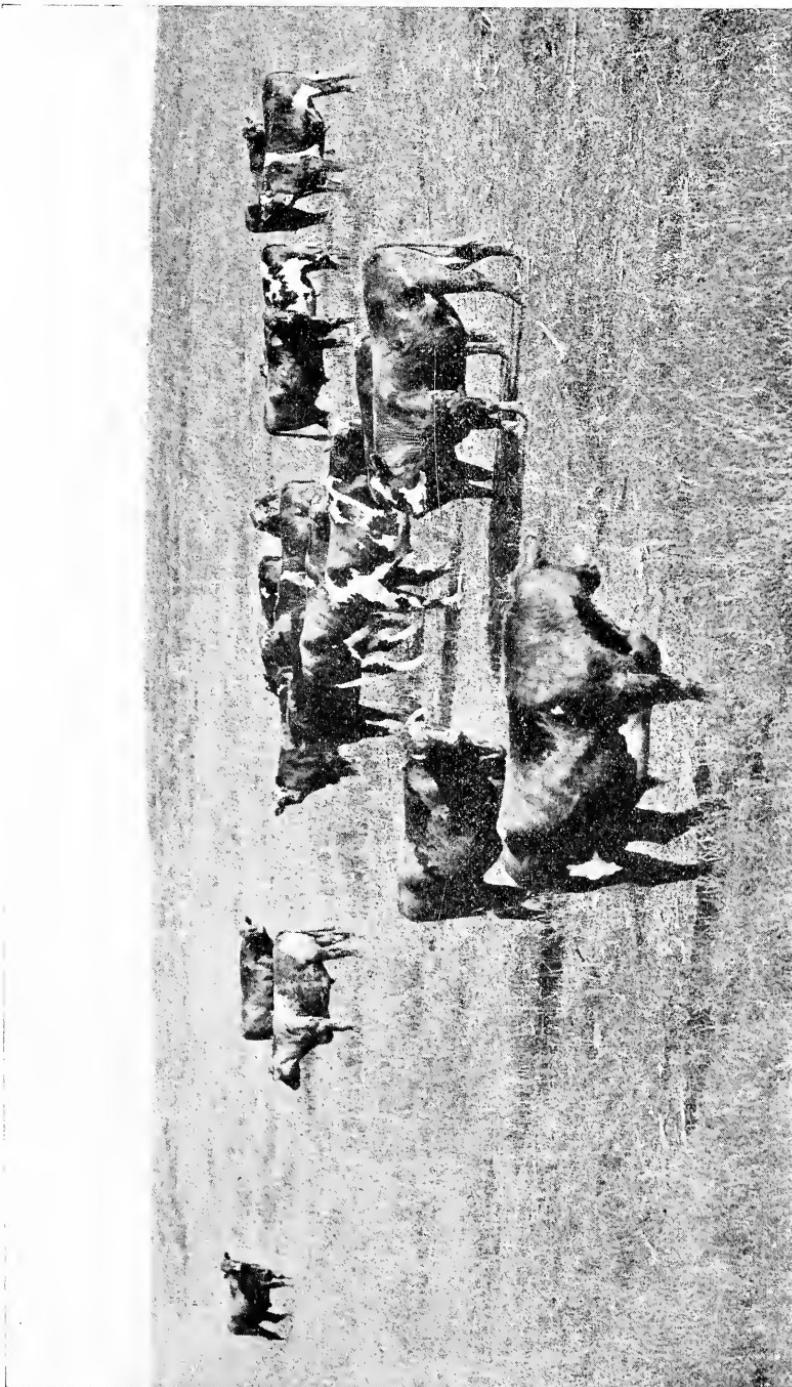
The fact that Virginia is neither north nor south, but midway between the two, situated as far south as bluegrass has ever been grown successfully, thus escaping the rigors of northern and western winters and getting the benefit of short and mild winters, with consequent long grazing seasons, including a certain amount of winter grazing, makes cattle raising a source of profitable revenue. Virginia is the only State that exports beef cattle direct from the bluegrass pastures. Seventy-five thousand head of highly bred cattle are exported from the grassy slopes of Virginia to English markets each year.

The large increases in grass and forage crops have caused many of our farmers who live in the eastern section of the State to give more attention to stock raising. The industry is increasing throughout the State.

Sheep.

The lands of the Appalachian region, varying from 1,500 to 2,300 in altitude, intersected with wide grassy valleys and interpenetrated with streams of pure water, furnish an ideal sheep walk. They instinctively seek high ground for rest. They love an undulating, well-drained surface. These combinations of hill and valley, with luxuriant pasture and abundant shade, free from the extremes of the northern winter or the southern summer, are not to be found in such profusion anywhere. All the native and cultivated grasses are available. The winter cereals—wheat, oats, rye, barley, etc.—sown in the early fall furnish an abundant and nutritious winter pasture. Rarely is any shelter needed, and materials for the simple ones in use are present on nearly all farms.

In the grazing sections of the State almost every farmer has a flock of ewes and counts the profits from his early lambs as gain. The pioneers in early lamb production were handicapped by the



Some of Virginia's export beef cattle fattened on blue grass pasture

fact that markets were uncertain, buyers had to be hunted, and the difficulty of getting a carload ready at one time. All these difficulties have been removed. Railroads supply the shipping facilities; the buyer no longer has to be looked for—he is there ahead of the lamb; public sentiment as to more adequate control of dogs is rapidly changing, preventing dogs from running at large and unattended, improved legislation having been enacted in 1918; and it seems certain that the new order of affairs will result in increased production of sheep.

Hogs.

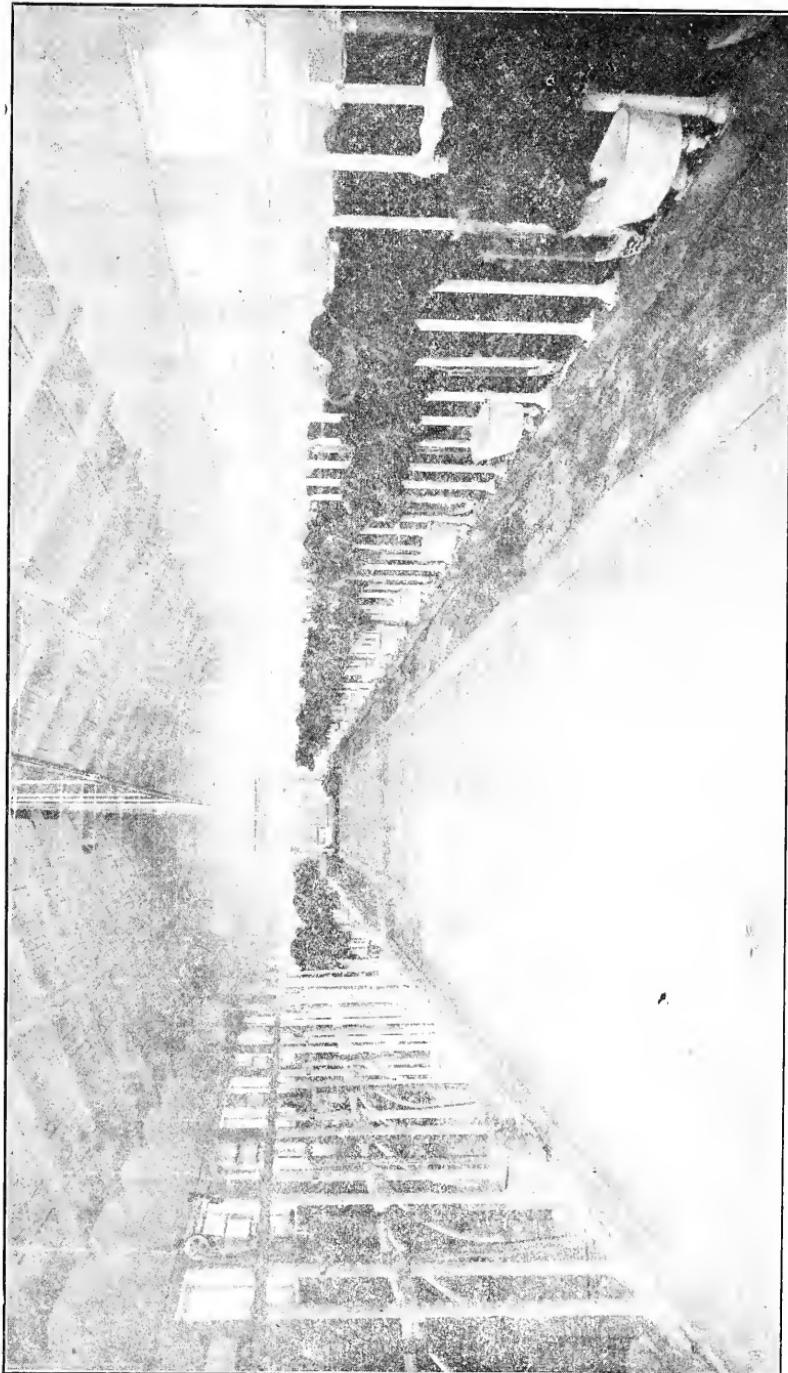
With the large variety of forage crops as well as corn, and the long growing season, Virginia can raise pork cheaper than the West can do it on corn alone. Hog-raising markets the crops with less labor, and improves the soil; both add to the farmers profits. A large portion of the State offers fine opportunities for this profitable business. The use of hog cholera serum, distributed by the State Department of Agriculture at cost, now protects the farmers from heavy loss and risks.

Dairying.

There are the following reasons why a dairy farm pays better in Virginia than in other States, if a man looking for great possibilities in the dairy business keeps in mind these features:

1. He needs a good climate.
2. He needs to be sure of abundant water supply.
3. He needs to locate on low-priced lands when he is starting.
4. He needs a soil that responds readily to care and holds the improvement.
5. He needs a cheap food for his cattle.
6. He needs cheap building material.
7. He needs good and easy transportation.
8. He needs a ready sale for such of his herd as he does not desire to keep.
9. He needs a profitable market for his products.
10. He needs sympathetic aid from persons on the field who are prepared to give expert advice.

These ten needs have been met as evidenced in the foregoing pages.



Interior of a modern dairy barn

Industrial Resources

No less prominent than Virginia's great agricultural development under the favored conditions set forth in preceding pages are her splendid achievements in other industries.

The value of her manufactories increased from \$108,600,000 in 1900 to \$400,000,000 in 1917. The annual lumber cut exceeds 2,000,000,000 feet; the total value of minerals mined in 1917 aggregated \$45,000,000, representing an increased production in coal, manganese, pyrite, etc. The production of iron ores in Virginia in 1917 amounted to 472,311 long tons, valued at \$1,182,338. The valuation of the production of pig iron for the same year is estimated at \$7,500,000. In 1917 the production of coal amounted to 10,087,091 short tons, valued at \$20,125,713, and the production of coke for the same year amounted to 1,304,230 short tons, valued at \$5,785,934. Virginia takes rank among the principal coal-producing States in the United States.

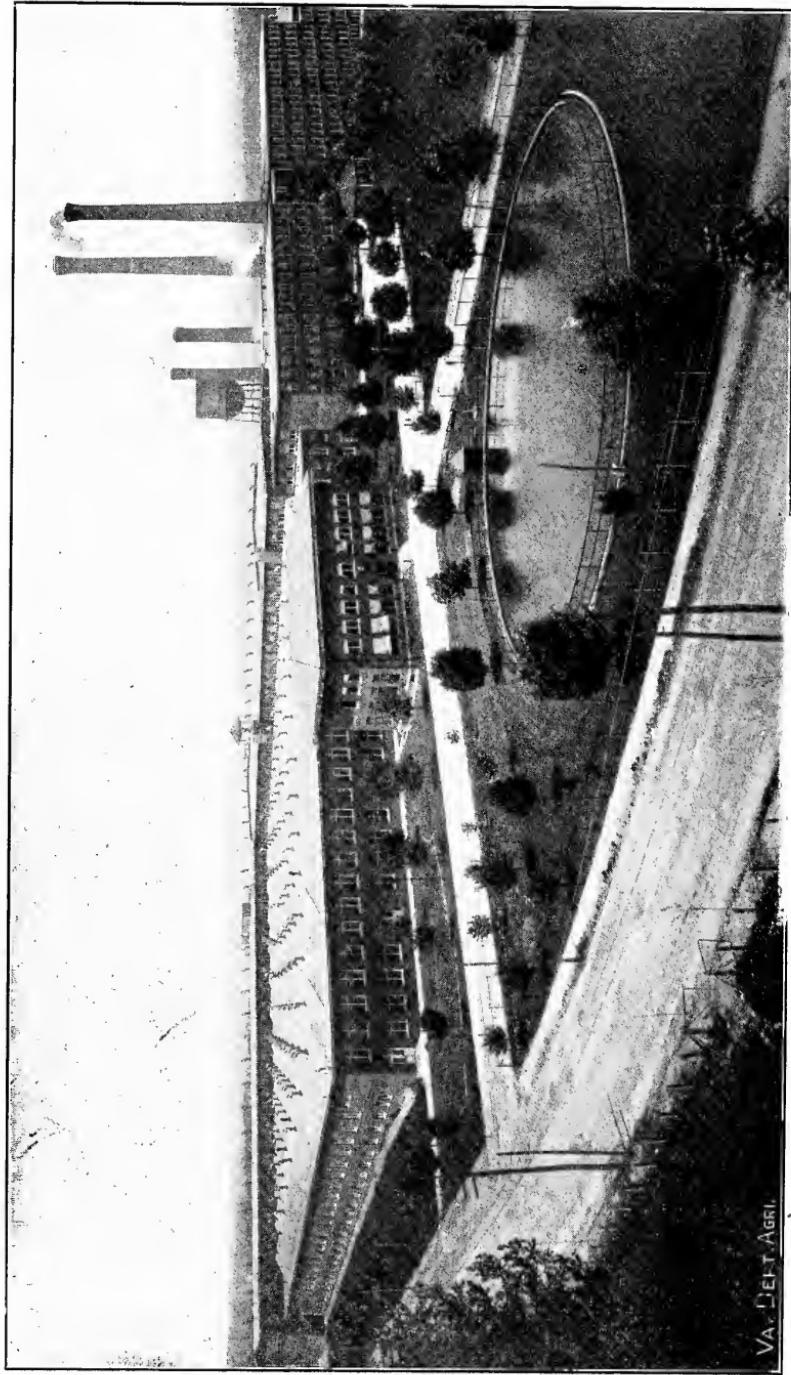
Cotton areas nearby furnish her textile mills with the best grade staple; marbles, building stones, cement work, etc., also give the State prestige in manufacturing, as well as large tobacco factories, knitting mills, wagon factories, peanut mills, tanneries, etc.,—all with raw materials near at hand.

Report submitted for the fiscal year, ending June 30, 1918, shows a tonnage of foreign commerce from the ports of Norfolk and Newport News amounting to 17,137,735 short tons.

A minimum 500,000 horsepower is available on a number of water courses, and fuel is cheap and abundant. The lines of transportation give excellent service, reaching the great markets with facility—all of which invite the capitalist and investor to the Old Dominion.

Summary.

We have not overdrawn the picture of the attractive invitation which Virginia extends to the homeseeker, particularly the one who desires to reside in the country and follow the life of the farmer. With her diversified surface and varied elevation, her mild climate, fine rainfall well distributed through the year, her numerous water courses and streams, and her fertile soil, she presents an opportunity for all kinds of agricultural pursuits. The homeseeker can find an attractive location for any line of cultivation he may wish to follow. From the fish and oysters of the bays and estuaries, the peanut growing and the trucking of Tidewater, the raising of corn, wheat, oats, tobacco, fruits and stock of the



Riverside Cotton Mills, Danville, Va.

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Piedmont, to the blue grass grazing of the more mountainous section, he has a varied field of selection.

And of her people, we quote this graceful compliment from a recent pen: "It is not the amount of territory which makes the Old Dominion a definite locality, but the men and women who people it."

No student of the history of Virginia can fail to note the conspicuous place this great Commonwealth has occupied in our Union since colonial days. While, as the Mother of Presidents, she has achieved political eminence in the annals of the nation, she has been no less prominent in all those activities that bring material prosperity. Indeed, with all of her wealth of brilliant men and women, it is doubtful whether she could have achieved the high place she has occupied as a colony and as a State had not nature dealt with her in a lavish manner; and these achievements made possible by the great natural advantages of Virginia, as outlined in the foregoing pages, are effectively reinforced by co-operative forces correlating efforts in closest harmony for advancement of the State's welfare, which will be further discussed in this book.

Virginia Leads Other States in Market Advantages.

According to the United States Government report, 1917, the value of an acre in—

	Per Acre.		Per Acre.
	<i>Corn.</i>		<i>Oats.</i>
*Virginia	\$ 45.14	*Virginia	\$ 20.58
Illinois	41.80	Kansas	19.84
Missouri	39.90	North Dakota	9.30
<i>Wheat.</i>			
*Virginia	\$ 30.24	*Virginia	\$123.75
Nebraska	26.91	Minnesota	101.92
Missouri	29.84		
Kansas	24.16	<i>Potatoes.</i>	
		*Virginia	\$ 24.71
		Iowa	20.66
<i>Hay.</i>			

Statement of Capital, Surplus, Undivided Profits and Deposits

In the National and State Banks in the Southeastern States.

NATIONAL BANKS			STATE BANKS		
Capital	Surplus and Undivided Profits	Deposits	Capital	Surplus and Undivided Profits	Deposits
Va. \$ 19,918,000	\$ 18,274,000	\$ 140,015,000	\$ 14,254,061	\$ 12,799,691	\$ 85,099,077
W. Va. 10,055,000	9,172,000	94,682,000	10,411,137	8,735,522	90,272,739
N.C. 8,810,000	6,562,000	55,322,000	11,551,687	7,315,315	81,111,224
S.C. 9,267,000	5,331,000	41,714,000	11,639,891	8,030,240	56,321,874
Ga. 13,008,000	10,469,000	78,850,000	20,982,635	13,932,263	82,445,897
Fla. 6,460,000	5,087,000	54,347,000	5,298,000	2,502,518	26,700,454
Ala. 10,566,00	7,928,000	60,398,000	10,678,100	6,215,619	46,816,291
Miss. 3,825,000	2,598,000	27,950,000	7,618,175	4,137,543	51,198,076
La. 7,835,000	7,015,000	71,673,000	5,356,230	4,190,137	35,965,282
Ky. 16,776,000	11,153,000	91,068,000	11,024,150	6,993,246	80,601,907
Tenn. 14,300,000	8,510,000	90,848,000	15,134,683	7,408,553	99,356,729

Figures taken from report of the Comptroller of the Currency, 1917, reserve cities included.

ONE OF THE FEDERAL RESERVE BANKS IS LOCATED IN
RICHMOND, VA.

Mileage Owned by Railroads in Virginia.

		Single track
1	Atlantic Coast Line Railroad Company.....	147.39
2	The Atlantic and Danville Railroad Company.....	255.56
3	Big Sandy and Cumberland Railroad Company.....	27.28
4	Big Stone Gap and Powell's Valley Railroad Company.....	3.79
5	Cape Charles Railroad Company.....	9.52
6	Carolina, Clinchfield and Ohio Railway.....	96.45
7	Chesapeake and Ohio Railroad Company.....	681.69
8	Chesapeake and Western Railroad Company.....	26.67
9	Chesapeake and Western Railway.....	14.62
10	Cumberland Valley and Martinsburg Railroad.....	9.21
11	Danville and Western Railway.....	67.08
12	Delaware, Maryland and Virginia Railroad.....	.66
13	Franklin and Pittsburgh Railroad Company.....	29.90
14	Interstate Railroad Company.....	38.83
15	Laurel Railway Company.....	4.47
16	Louisville and Nashville Railroad Company.....	68.10
17	Marion and Rye Valley Railway Company.....	18.10
18	Nelson and Albemarle Railway Company.....	10.39
19	New River, Holston and Western Railway Company.....	34.59
20	New York, Philadelphia and Norfolk Railway Company.....	59.24
21	Norfolk and Portsmouth Belt Line Railroad Company.....	12.14
22	Norfolk Southern Railroad Company.....	111.85
23	Norfolk Terminal Railway Company.....	.36
24	Norfolk and Western Railway Company.....	1,201.39
25	Potomac, Fredericksburg and Piedmont Railway Company....	37.60
26	Potomac Railroad Company.....	1.10
27	Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company.....	1.21
28	Richmond, Fredericksburg and Potomac Railroad Company....	81.92
29	Richmond and Mecklenburg Railroad Company.....	31.30
30	Roaring Fork Railroad Company.....	1.61

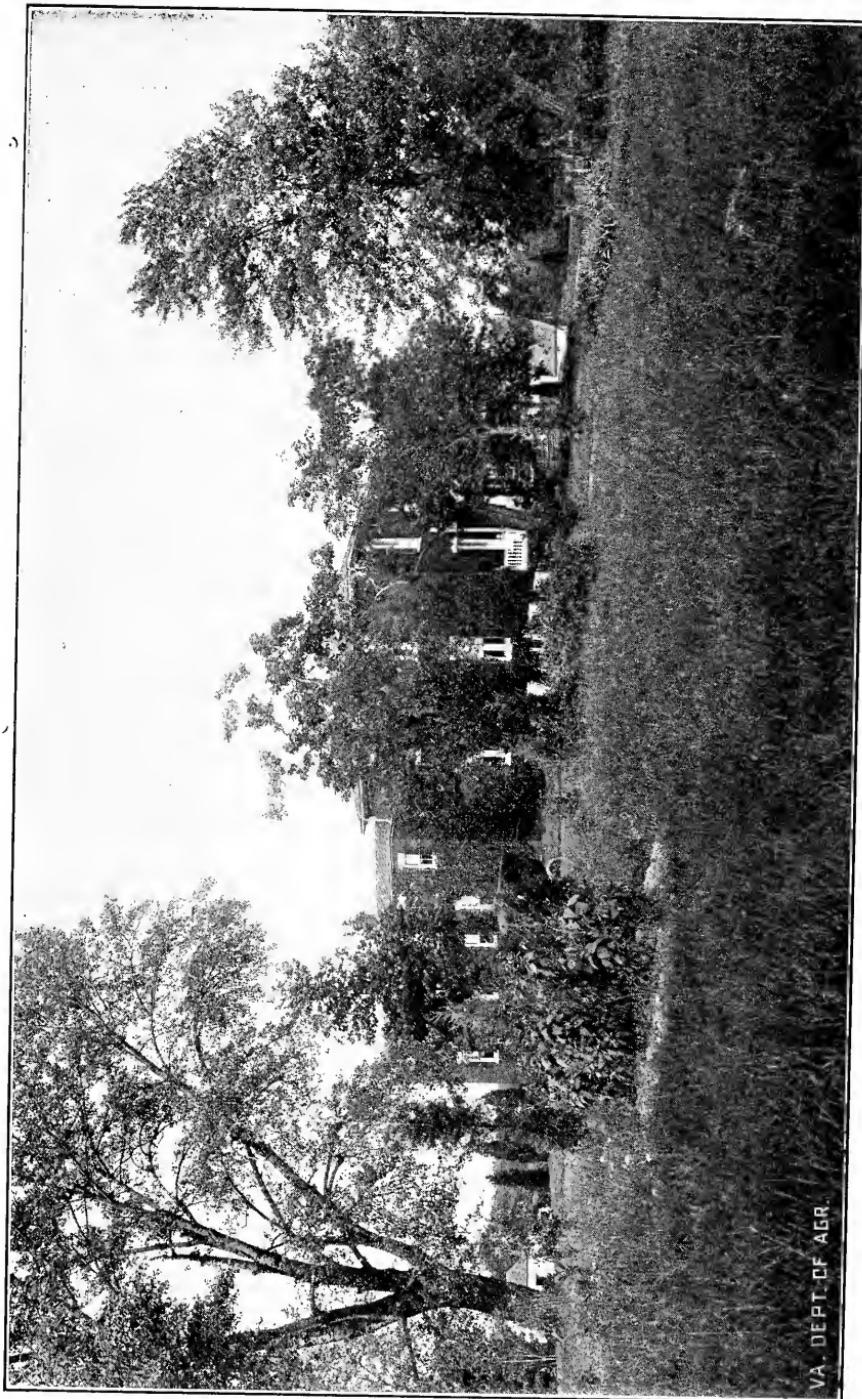
No.		Single Track
31	Rosslyn Connecting Railroad Company.....	2.69
32	Seaboard Air Line Railway Company.....	157.50
33	Southern Railway Company.....	555.89
34	Surry, Sussex and Southampton Railway.....	65.10
35	Tidewater and Western Railroad Company.....	92.54
36	Valley Railroad Company of Virginia.....	61.28
37	Virginia Blue Ridge Railway Company.....	12.01
38	Virginia Carolina Railway Company.....	36.67
39	Virginia and Kentucky Railway Company.....	4.20
40	Virginia Southern Railway Company.....	12.00
41	Virginia and Southwestern Railway Company.....	98.21
42	The Virginian Railway Company.....	329.66
43	The Virginian Terminal Railway Company.....	1.75
44	Washington Southern Railway Company.....	31.04
45	Winchester and Potomac Railway Company.....	11.22
46	Winchester and Strasburg Railway Company.....	19.00
	Total	94,574.73

Facts About Virginia.

Total population of the State.....	2,239,029
Rural population	1,585,033
Number of farm owners.....	148,818
Number of tenant farmers.....	40,000
Number of cities over 5,000 population.....	25
Number of cities under 10,000 population.....	11
Number of cities over 10,000 population.....	14
Number of R. F. D. routes.....	1,119
Miles of rural roads.....	52,000
Miles of steam railroads (single track).....	4,609
Miles of electric railways.....	461.35
Acreage included in farms.....	19,495,636
Average acreage to the farm.....	105.9

Population of Virginia Cities.

Richmond	200,000	Charlottesville	12,000
Norfolk	150,000	Fredericksburg	7,500
Newport News	50,000	Winchester	7,000
Roanoke	50,000	Clifton Forge	7,000
Portsmouth	40,000	Harrisonburg	6,000
Lynchburg	35,000	Pulaski	6,000
Petersburg	28,000	South Boston	5,000
Danville	25,000	Covington	5,500
Alexandria	20,000	Radford	5,000
Hopewell	35,000	Lexington	5,000
Staunton	14,000	Farmville	5,000
Suffolk	13,000	Salem	5,000
Bristol	22,000		



VA. DEPT. OF AGR.

A Virginia country home

What Others Say about Virginia

[The writer of this brief article, Mr. W. D. Zinn, who is a citizen of another State, has traveled extensively in a dozen other States. Mr. Zinn is one of the best informed men in the country on the agricultural conditions and the opportunities offered to the industrious homeseeker.]

NO State in the Union offers greater inducements to the homeseeker than the old State of Virginia. Her mild climate, pure water and productive soil make her almost a paradise for those who want to enjoy life on the farm and at the same time accumulate competence. No matter what line of farming one desires to follow, here may be found the conditions suited to it. As a live stock country no State surpasses her. For the production of grain crops she has no superior and but few equals. Cotton and tobacco are produced very profitably. As to the production of fruit she is already gaining a world-wide reputation. Some of the largest commercial orchards of the East are found within her borders, and some of these orchards have produced an annual income of from \$300 to \$500 per acre. This fruit has been produced on lands that a few years ago sold for \$10 to \$20 per acre, and there are yet thousands of acres of land that can be purchased at low figures that will produce as fine fruit as any of the bearing orchards. The fruit-grower can find no greater inducements than are found in the "Old Dominion." Why go to the northwest and purchase high-priced lands, grow fruit and ship it four thousand miles when better fruit can be grown on these cheap lands with the markets at the door.

The Helpfulness of the State Agricultural Department.

The Virginia Department of Agriculture, which a few years ago was about to be abolished, is now one of the most important branches of the State Government. The present Commissioner, Hon. G. W. Koiner, was put in charge, and from a small office it has extended its usefulness into every branch of agriculture.

The first step toward helping the oppressed farmer was to have enacted such a law as would protect farmers against indifferent and adulterated fertilizers, and at the same time provide a fund for the maintenance, support and extension of agricultural work and science. This fertilizer law which our Commissioner worked for and had passed is saving the farmers of Virginia from \$2,000,000 to \$2,500,000 each year. And as we are using about \$15,000,000 worth of fertilizer each year in the State, can anyone doubt this statement, if we stop to consider for a moment what

EXHIBIT AL CHEMISTRY. SECTION OF DIVISION

**BUY HIGH GRADE FERTILIZER.
IT COSTS LESS FOR WHAT IS
WANTED AND SAVES FREIGHT,
HANDLING AND HANDLING.**

**COLOR AND ODOR OF
FERTILIZER DO NOT SHOW
THEIR STRENGTH OR VALUE.**

VA. DEPT. OF AGRIC.

The Agricultural Department Seed and Fertilizer Exhibit at State Fair where thousands of farmers are informed of the great value to them in purchase of pure agricultural seed and fertilizers

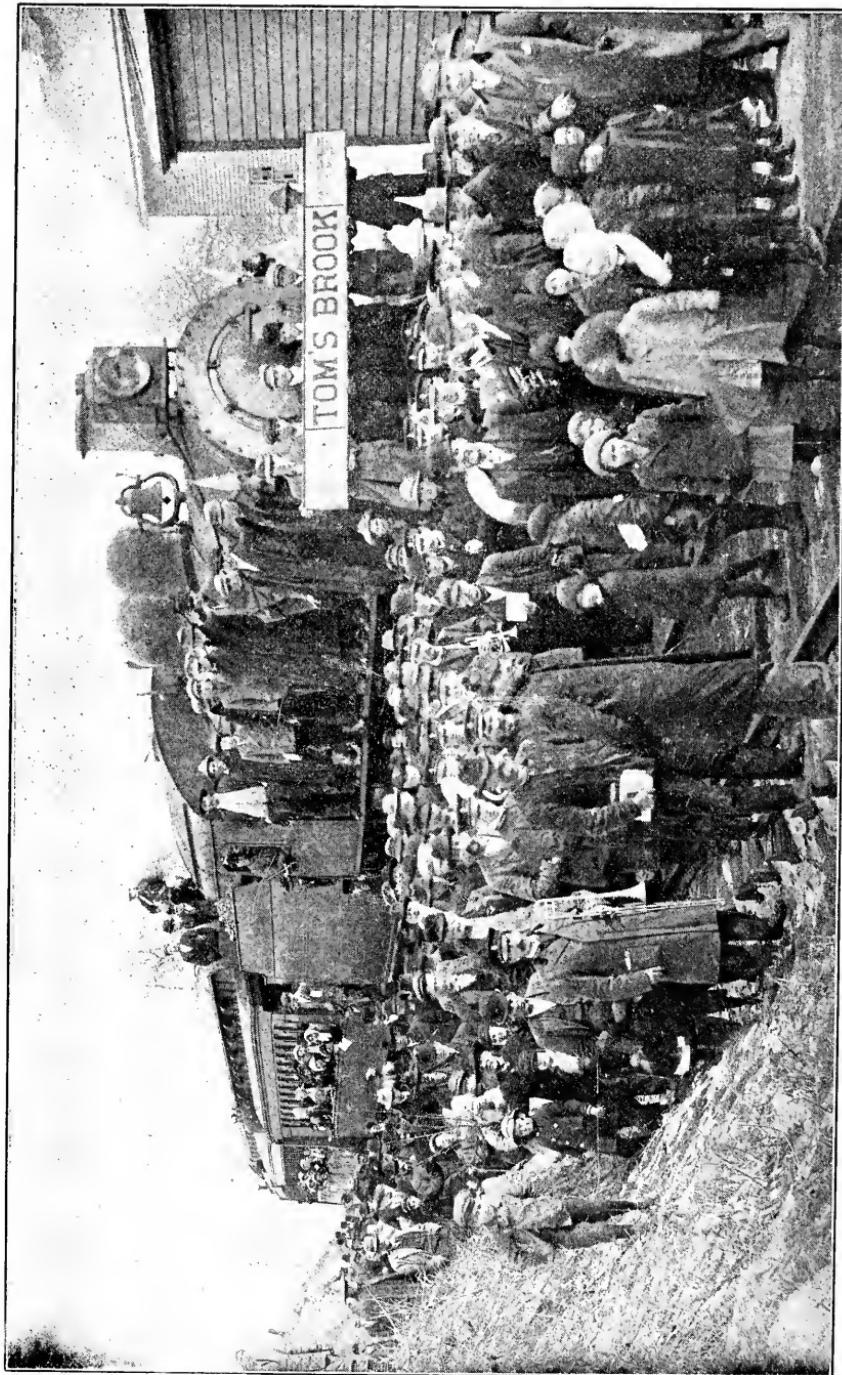
the result would be if \$7,000,000 of fertilizer were allowed to be dumped on the farmers of the State without watching and inspection and being analyzed to see that it contained the fertilizer value claimed on the bag?

First, every manufacturer offering fertilizer for sale in Virginia is required to register the same with the Department of Agriculture, giving weight, name of brand, name of manufacturer and the guaranteed analysis. There are ten inspectors in the State of Virginia (one from each of the congressional districts), traveling in each of these districts in the spring and fall of the year when the fertilizer is moving. These inspectors collect samples of fertilizers and send them to the Commissioner's office with such information as they find on the sacks. This information is recorded by the fertilizer clerk and then the sample of fertilizer is given a number and is sent to the laboratory. It is analyzed and reported in the bulletins, and violations are prosecuted by law. Samples of lime are drawn in the same way.

The Department has also a well-equipped seed laboratory, and seeds are sent in by the farmers to be tested and are collected also by the fertilizer inspectors of this Department, who travel during the spring and fall seasons. After these tests are made by the seed analyst, then the results of these tests are printed in the bulletin, giving both the guarantee and what was found, also publishing the names of the seedmen, so that whether it be fertilizer, lime or seed, these facts are all published for the benefit of the farmers, who can see for themselves just from whom and what they are buying. As a result of this seed inspection, twelve violations of this seed law were reported to the Commonwealth's attorney in one month. Our seedmen are trying to get better seed to comply with the law more satisfactorily.

Hog cholera serum is another branch of work the Department is handling successfully, and during the last three years over \$300,000 worth of hogs have been saved. The farmer can now put his money into this important industry and feel he can depend on this serum saving his hogs if administered to them in time. It is furnished at actual cost of manufacture, and the Department is doing this work without any additional cost for clerical force or for labor. This is but further evidence of the economical use of the employees of the office.

Immigration Aided.—This is also a branch of the Department which has accomplished a valuable work in bringing to the attention of other States the opportunities Virginia offers to good and worthy citizens, and as a result our idle acres are being taken up and the prices of lands have doubled during the last ten years.



All railroads and the Old Dominion Steamship boats give transportation for Farmers' Institute work in Virginia

The Department publishes literature, books and bulletins and sends them broadcast to the north and west and answers over ten thousand letters annually from inquirers from other States concerning Virginia lands. Many millions of dollars are invested every year in Virginia lands, and their values are increasing steadily.

In addition to 70,000 bulletins being mailed to the farmers of this State each month, the Department issues an annual report of 200 pages, which is also mailed to those 70,000 farmers; and in this connection will state, so far as we are advised, this is the largest regular mailing list in the State—and all bulletins are sent free to our farmers.

Besides the different kinds of work already enumerated, Mr. Koiner answers in the neighborhood of twenty-five thousand letters, in addition to the immigration mail, asking about Virginia lands. These letters cover every phase of farming. Plants and weeds of all kinds are sent in for identification, as well as insects of all kinds for the same purpose.

Test Farms.—Five test farms are being maintained by this Department. At these farms, experiments of all kinds are being conducted with all kinds of farm and truck crops; and as these farms enlarge their work and have time to work out extended tests, the farmer and trucker will gain a great store of information as to varieties, methods of culture, seasons of planting and the combating of insects. No one farmer is able to make these tests and must rely on his Department to work them out for him.

Lectures and Farmers Institutes.—The lecture field is recognized as a valuable branch of agricultural work, and your Commissioner, through the assistance of the railroads, has, with his lecture force, reached and addressed many thousand farmers every year. The best lecturers that could be gotten were secured, and whenever available, they came from our experiment stations, and the United States Department of Agriculture in Washington.

Museum Maintained for Farmers.—In order that the farmers might be inspired and edified, a splendid collection of farm crops is kept on exhibition at the Department. This is one of the best exhibits of this character shown by any State. It is a source of pride to the Commissioner to say to the farmers of Virginia that all this work is done from the funds realized by the sale of tax tags and the registration of brands of fertilizers, from which source about \$60,000 is derived. Many other States receive from five to twenty times this amount with which to develop agriculture in their respective States, and yet it has been stated that the Virginia Department of Agriculture gets the best agricultural results of any State.

Our farmers are asked to write for any information relating to their work. If you have any noxious weeds that you wish identified or any mineral you want analyzed, or any other information on better farming, just write to Hon. G. W. Koiner, the Commissioner of Agriculture, at Richmond, Virginia, and you will receive information to lead you to secure satisfactory results.—*From Southern Progress Magazine.*





Harvesting potatoes in the trucking section

Other Features of the Work Promoting Agriculture

The Division of Markets Within the Department of Agriculture.

THE one fructifying factor which has hitherto been lacking in Virginia's agricultural development is economic organization. The remedy is the carrying over into agriculture the very principles of organization which have made our industrial life what it is—an application of the same principles of concerted and foresighted action, co-ordination of allied enterprises, careful cost-keeping, and the consequent elimination of needless expense and wasteful methods, and open-mindedness towards change and possible improvement. It has been well said that



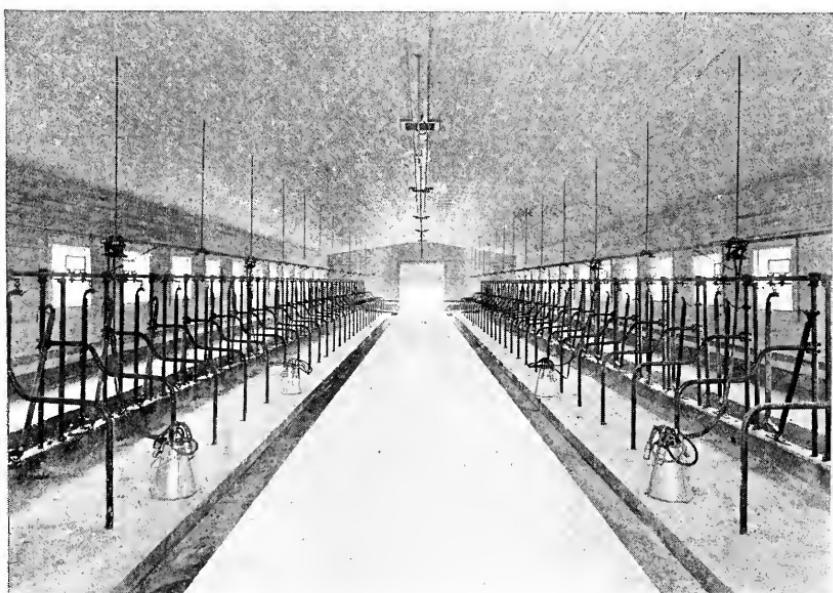
Community League Meeting

American industrial life is at least an era in advance of American agriculture. It is of the utmost importance to consider seriously how to apply the lessons learned in the industrial world to the problems of agriculture.

One of the first steps is to find a satisfactory basis upon which to build a comprehensive organization of rural life to take the place of the old basis of scattered movements that have been swept away by the general re-organization of the economic world. Realizing the futility of growing large crops that can not be marketed to advantage, the General Assembly of this State in 1916 created a division of markets within the Department of Agriculture. In an effort to promote successful marketing of products on the one hand and the successful purchasing of supplies on the other, this



Splendid Holstein Herd



Interior of a Modern Dairy

The Dairy and Food Division of the Department of Agriculture

BENJ. L. PURCELL, *Commissioner.*

THIS division of the Department was established by the General Assembly in 1908, and has developed into one of the most important bureaus of this Department, as its work relates to the protection of the food supply for man and beast, and the promotion and encouragement of the dairy industry in the State.

Due to the constant supervision maintained by the inspectors of this division over all articles of food offered for sale, the requirement for the observance of proper sanitary precautions in food manufacturing and distributing plants, and the inspection of the stock and poultry feeds, the food and feed supplies of the State are most effectively guarded against adulteration and misbranding. Our bakeries, meat shops, grocery stores, hotels, restaurants, dairies, creameries and, in fact, all food distributing places, compare most favorably with the best conditions obtaining in other States in the cleanliness of their surroundings and methods employed in handling their food products.

The legislature recognized the unusual advantages the State offers for the promotion and increase of the dairy industry, and has made special provision by liberal appropriation of funds and the enactment of beneficent legislation to foster and encourage this most important branch of the agricultural development of the State. Under the direction of the Dairy and Food Commissioner competent instructors are sent out to the dairy farms, creameries and cheese factories to confer and advise with the owners in connection with the many problems which the dairymen meet and must overcome. These instructors are specially fitted for this work; are men who combine the science and theory of dairying with an actual practical experience that makes their suggestions and advice especially valuable. They give advice in the selection, handling, breeding and feeding of dairy cows, building barns and silos, the protection and marketing of the product and the sanitation of the dairies, creameries, etc.

The special advantages for dairying the State offers are our equable climate, responsive soil and unlimited markets for dairy products. The home consumption is not alone supplied by our own production; we have half a dozen States on or near our borders who would be eager buyers for a possible surplus, and our excellent water and rail transportation facilities put our output about forty-

eight hours nearer to the outside markets than any competitors we will have. Our mild winters and long grazing seasons materially lessen the costs of the operating plants, expensive barns are unnecessary, while the cost of production is so materially lessened by the enormous forage crops that can be produced on our lands and the natural pastures we have that any possible competition could be speedily overcome by the thrifty and intelligent Virginia dairyman.

The attention of breeders and of dairymen generally is directed to the splendid opportunities which Virginia offers as a location for those who have had experience in the breeding of dairy cattle. In addition to the fact that the cost of raising the calves is very much lower in this State than in the great dairy States of the North and West, the Virginia breeder has at his door a demand for purebred cows and for the better class of grade animals which cannot now be supplied, and which is increasing with the rapid development of the industry in this State. The advantages are all on the side of the local breeder of dairy cattle. The dairymen of the State have learned that animals bred in Virginia are nearly always free from tuberculosis and other contagious diseases, while the contrary is frequently true as to imported stock. The State regulations as to bringing dairy cows into the State are, of necessity, very rigid, and the Virginia dairymen would prefer to buy his cows within the State if his needs could be supplied by local breeders. To the south of Virginia is a tier of States in which the dairy industry is in its infancy. A wonderful commercial development is in progress in these States. Large cities are growing up which must be supplied with milk. The dairymen supplying these cities are beginning already to buy a better class of milkers, and this demand is constantly increasing. The breeder of dairy cattle who establishes himself in Virginia is assured of a market which will improve from year to year.

Dairy farming in Virginia offers one of the surest prospects of reward to the farmer who looks for quick returns from his investment and who will give to his work the energy and care that success demands. The expert butter and cheese maker will find a field well worth his investigation, and in which a limited investment properly managed can be made to produce profitable and satisfactory returns. The Dairy and Food Division will furnish to prospective dairy farmers, creamery and cheese men full detailed information as to the dairy industry of the State and assist anyone who may contemplate investigating the local conditions existing in the various localities of the State.

The State Highway Department

G. P. COLEMAN, *Highway Commissioner.*

DURING the twelve months beginning October 1, 1916 and ending October 1, 1917, the Highway Commission worked in ninety-three of the hundred counties of the State. In that time the forces of the State and counties were employed on 339 pieces of road, constructing 523 miles of road of all classes. Resurfacing and reconstruction work was done on 129 miles of road. In addition to this, we have had under contract



Good Roads bring the farmer and the city closer together and add to the business interests and pleasure of country life

in the same period 81 bridges, making a total of 420 pieces of work supervised by the engineers of the Department.

We have 33 convict camps at work in as many different counties, representing approximately 800 to 1,000 convicts from the State Penitentiary, and from 250 to 350 jail men from the various county jails, making a total from all sources of 1,050 to 1,350 prisoners who are employed by the State on road work. This labor cost the State to clothe, feed, guard, and otherwise provide for

during the year 77 3-10 cents per ten hour working day. In the other 60 counties of the State we have been working under State money aid and county and district bond issue laws. For this purpose, that is, State money aid, the State appropriated \$190,000.00 from the general treasury, this money to be distributed to counties which could not receive State aid in the form of convict labor. The legislature of 1916 appropriated the automobile tax to maintenance of roads and bridges, which became effective June 21st, 1916. This made an amount available for maintenance in 1916 of \$46,962.42 and in 1917 \$465,371.41. Last year we expended on road and bridge work throughout the State \$1,907,850.24, and for maintenance of roads and bridges, \$298,867.52. Maintenance work was done on 2,153 miles of road and 26 bridges.

Since the organization of the department, the State has appropriated for road improvement in the various counties of the State under the convict road law and the State money aid law \$4,431,833.81. To this must be added the bonds issued by the various counties of the State, amounting to \$9,054,200.00, making a total fund for road and bridge purposes of \$13,486,033.81. During this time we have constructed 4,976 miles of surfaced and graded roads. In addition to this, between 400 and 450 bridges of all classes have been constructed.

The last legislature changed the various State laws and established "The State Highway System," designating approximately 3,700 miles of the 50,000 miles in the State as the main highways to be constructed and maintained entirely by the State. For this purpose they appropriated, for the two years, approximately \$510,000.00, together with convict labor, appropriating for the maintenance of this labor for 1918-19, \$200,000.00 and for 1919-20, \$250,000.00. In addition to this, they have set aside the funds received from the automobile licenses for the maintenance of The State Highway System, these funds to be used in connection with the funds received from the National government for the construction of The State Highway System. Under the Federal highway bill, Virginia received in 1916-17, \$100,000.00, increasing each year by a like amount, until our receipts from that source will be \$500,000.00.

In addition to this, the last General Assembly enacted a law, requiring the counties to establish County Highway Systems, these to be constructed by the counties with such assistance as might be given them from time to time by the State. For this purpose the General Assembly appropriated for the two years \$600,000.00.

Public School System of Virginia

HARRIS HART, *State Superintendent Public Instruction.*

THE Public School System of Virginia was established in 1871 before Virginia had recovered from the effects of the Civil War. At the time of its inception, many prominent people did not believe that it was the function of the State to educate all of the children of all of the people, and it was many years before public schools received the full, free and hearty support of all of the people of the Commonwealth.

Under the able and wise leadership of Dr. Ruffner, the public school system was sanely inaugurated and wisely administered. By his far sighted judgment and discretion the public school system soon overcame the prejudices that marked its beginning, and the wide field of usefulness to which it now directs its activities is in a large measure the result of his policies.

At the present time the Virginia Public School System is well organized and administered. It receives the hearty support and co-operation of the people of the State. Everywhere is seen evidence of the earnest desire of the people of the State to make the system more effective in the education of its children.

The General Assembly is keenly alive to the needs and purposes of the public schools. The 1918 Assembly passed certain legislation of the utmost importance to the development of the system. This Assembly increased the levy for school purposes 4c, making a 14c State levy instead of the 10c rate which was heretofore levied. Not only were the funds of the public schools increased by this added 4c levy, but the appropriation bill carried an increase of about \$100,000.00 over the appropriation of last session.

Many new problems during the reconstruction period, which is now at hand, will have to be met if the public school system is to continue to serve the people of the State in a real and constructive manner.

The State Board of Education, the Department of Education, and the city and county systems of education, are all co-operating in a very fine manner in order to make the schools a constructive force in the period of reconstruction. There are many forces in Virginia co-operating with those charged with the conduct of the public school system. The Department of Agriculture is lending valuable assistance. The State Board of Health is doing a splendid type of work for the improvement of health conditions through-

Second Congressional Agricultural High School, Driver, Va.

W. D. & A. G. R.



out the State. The Co-Operative Educational Association is rendering efficient service in the organization and improvement of school leagues. All the institutions of higher learning, normal schools, the State Teachers' Association, many clubs and organizations in the State, are all giving valuable assistance to the public schools.

The Virginia Public School System is now charged with the important duty of administering the funds of the Smith-Hughes bill. The State Board of Education has been designated as the State Board of Vocational Education in Virginia. A bulletin has already been issued on Vocational Education, and a special supervisor for agriculture, has been appointed.

The section that follows will show what the public school system is doing to promote better farming.

What the Public School System Is Doing to Promote Better Farming.

More than ten years ago the State Board of Education realized the necessity of teaching better farming methods through the public schools, and, as a consequence, organized a system of Congressional District Agricultural High Schools. On account of the fact that students were required to leave home and board at or in the vicinity of the agricultural schools to attend them; the lack of local support; and the lack of sufficient funds for the State Board of Education to provide adequate supervision, it was difficult for these schools to accomplish the purpose for which they were established. In spite of their limitations, they have been successful in directing public attention in Virginia and many other States toward the teaching of vocational agriculture and they have surely paved the way for a better system of vocational agriculture.

The State Board of Education in co-operation with the Federal Board for Vocational Education, is offering to the boys and girls of the Virginia farms an opportunity to learn improved methods of farming at no expense to themselves, and in such a manner that not only will there be increased production, but better business methods, better homes and better living conditions in the rural districts. In the present plan of the State Board, the controlling purpose is to fit boys and girls for useful employment on the farms, consequently, only those who contemplate farming as a profession are encouraged to enroll in the vocational classes.

At present there are twenty-seven schools, each in a different county, in which a department of agriculture is subsidized by the State, and just as fast as the federal funds for the partial support of this work become available, new counties will be added to the list, so that before many years there will be in nearly every

county of the State a school with a well organized department of agriculture offering a four years' course of study.

A very excellent feature of this type of agricultural education is the home and school project work, carried on by the pupils under the direction of the teacher of agriculture. All students are required to engage in farming operations at home or on the school farm for at least six months in the year. The farm work done by the individual pupil is seldom less than the raising of an acre of corn, or some other crop, and often consists of the cultivation of as many as fifteen acres. At the present time, some of the pupils have the management of the entire home farm and direct it under the supervision of the teacher. Among the various types of projects undertaken by the pupils may be mentioned: the raising of peanuts, cotton, tobacco, and truck, or any annual crop which may be sold for cash; care and feeding of one or more cows, raising a litter of pigs, keeping a dairy record for a year; care and management of a bearing orchard, care and management of home vegetable garden.

The home project is not only a good means of teaching the pupil by having him participate in farming operations, but it serves as an ocular demonstration to the parents and the farmers of the community.

The departments of vocational agriculture are under the direct supervision of the State Director of Vocational Agriculture, who keeps in touch with them by personal visits and a series of reports sent to his office at regular stated intervals.

Departments of vocational agriculture are now in operation in the following counties:

White Schools.

COUNTY.	SCHOOL.
Appomattox	Appomattox High School.
Montgomery	Blacksburg High School.
Nottoway	Burkeville High School.
Charlotte	Charlotte C. H. High School.
Mecklenburg	Chase City High School.
Chesterfield	Chester High School.
Surry	Claremont High School.
Culpeper	Culpeper High School
Dinwiddie	Dinwiddie High School.
Nansemond	Driver High School.
Grayson	Elk Creek High School.
Russell	Lebanon High School.
Prince William	Manassas High School.
Frederick	Middletown High School.
Bedford	New London Academy.
Halifax	Turbeville High School.
Sussex	Wakefield High School.
Carroll	Woodlawn High School.
Rockingham	Bridgewater High School.
Pittsylvania	Climax High School.
Loudoun	Lincoln High School.

Colored Schools.

Charles City	Charles City County Training School.
Albemarle	Albemarle County Training School.
Caroline	Caroline County Training School
Nottoway	Nottoway County Training School.
York	York County Training School.
Chesterfield	Virginia Normal and Industrial Institute.

In addition to the above departments, the State Board of Education provides for the teaching of agriculture in all of the elementary schools and the rural high schools.

The plan of teaching agriculture in the usual type of Academic High School has been revised to include practical field or project work for students on their own home farms or gardens. This work is to be done in out-of-school time during the school session and during the summer vacation. The project work is under the direction of the county demonstration agent (Smith-Lever agent), but forms an integral and required part of the High School course in agriculture. This course is given in the second year of rural High Schools, and carries a total value of two units credit; one unit for the regular course and one for the project work. Arrangements have been made with the Extension Department of the Virginia Polytechnic Institute whereby the agricultural agent assists the regular high school teacher in those phases of instruction preparing for the project work that the teacher is not qualified to deal with.



FARMERS' INSTITUTE TRAIN.—The State department of Agriculture is giving the farmers of the State valuable information on the subject of better farming by holding many Institutes in the State each year.

State Board of Health of Virginia

ENNION G. WILLIAMS, M. D., *Health Commissioner.*

SINCE the last number of the Hand Book of Virginia, which included an article describing the re-organization and activities of the State Board of Health, the activities of the board have broadened into new fields and have developed along the lines indicated at that time.

The working force has, of course, been handicapped in several ways by the exigencies of the war. The service flag of the State Board contains already 28 stars. But men and women have been found to take the places of many of those who have gone.

The war has brought to the board new opportunities and new duties. The shortage of doctors, due to the fact that Virginia was called upon to send so many to the colors, has been taken as an added argument for public health work. If doctors are too few in number to be available when people are sick, the people must keep well. This fact has been emphasized in thousands of ways, and through its effect a large number of communities have fallen into line and have taken steps to adopt measures to prevent disease. A sanitary inspection of every town in the State has been started, the aim being to find out actual conditions, and by bringing them to the attention of officials and citizens, urge sanitation and preventive methods.

The Board is co-operating with the federal authorities in regard to venereal disease and vice conditions at the cantonments and in their vicinity, and with the Public Health Service of the United States in the same way. It is assisting the federal authorities in filling up the ranks of doctors who were wanted for the military service. All of this work, and other kinds in addition, is being carried on now as well. And this was and is in addition to the usual routine activities of the Board, which may be briefly stated as follows:

It furnishes literature on the causes and prevention of communicable diseases, written in plain language that can be understood readily by anyone. Realizing the fundamental importance of popular education in any sanitary campaign, the Board early established the Virginia Health Bulletin, a popular publication intended to carry the fundamentals of modern sanitation into every home in the State. The bulletins met with immediate recognition, both within and without the State, and now has one of the largest circulations of any distinctively sanitary publication in the world.

It reaches an average of more than 60,000 Virginia homes every month. It is written in popular style, without technicalities, and treats of the simple yet all important things which must be mastered by the average citizen if he is to aid in the work for better health.

To supplement the Health Bulletin, the Board has for a number of years maintained a press service which furnishes to the newspapers of the State a weekly digest of the activities of the Board with such general information on sanitary matters as is calculated to be of the most interest and value to newspaper readers. This press service has been warmly received by the newspapers of the State and has been of the greatest value in the education of the people along sanitary lines.

The Board furnishes diphtheria and tetanus anti-toxin, smallpox vaccine, anti-typhoid vaccine, meningitis serum and anti-rabic virus at wholesale prices to any citizen. If an epidemic occurs in any community, it sends an expert to investigate the cause and recommend means to combat it. If the local authorities are unable to control the situation, it takes charge until the epidemic is controlled.

To town and county boards of health, expert advice is furnished at any time without cost. The Board's laboratory examines specimens for tuberculosis, diphtheria, typhoid fever, intestinal parasites, malaria, etc., free of cost upon request of any physician. It also makes Wassermann examinations. It gives free treatment upon examination for hookworm disease.

If a town, institution or individual is contemplating the installation of a water or sewerage system, the Board's expert sanitary and water engineer is available free to advise as to the best methods for making the improvement and to pass on any plans that may be proposed. The Board's engineer also examines public water supplies, making an actual inspection when necessary in addition to chemical and bacteriological tests. The Board will also inspect upon request any public or private institution, or any city



Portico of the Catawba Sanatorium,
Roanoke county, Va.,
winter

town or village, and will recommend the things necessary for sanitary improvement.

Lecturers will be sent without charge to any community to talk about public health questions.

The Board, through its Bureau of Vital Statistics, keeps an accurate, legal record of the two most important events in the life of every citizen—his birth and his death—so that today, or a hundred years from today, that legal record will be available for any of the many purposes for which it may be needed.

At Catawba Sanatorium, located in a beautiful section near Salem, there are offered to the white citizens of the State, at an absolutely minimum of cost to the patient, the best methods which



Dairy at Catawba Sanatorium

science has been able to devise for the treatment of tuberculosis. Contracts were let in July for two additional buildings, so that in a comparatively short time the capacity of the sanatorium will be about 280 beds.

At Piedmont Sanatorium, located near Burkeville, similar opportunities for colored people are offered as are offered for white people at Catawba. Piedmont has recently been enlarged and will soon have a capacity of eighty beds. This, by the way, is the only sanatorium for tubercular colored people in the South.

The State Board of Health inspects every hotel in the State at least once a year and sees that the sanitary features of the law

affecting hotels is complied with. It also inspects regularly the sources of water supplied by railroads to their passengers for drinking to see that they are of the proper degree of purity. It furthermore inspects the schools of the State, so far as its resources will permit, and frequently makes medical inspection of school children.

At the offices of the Board in Richmond, the Pasteur treatment for the prevention of hydrophobia is furnished to those who would find the charges at privately conducted Pasteur Institutes a hardship.

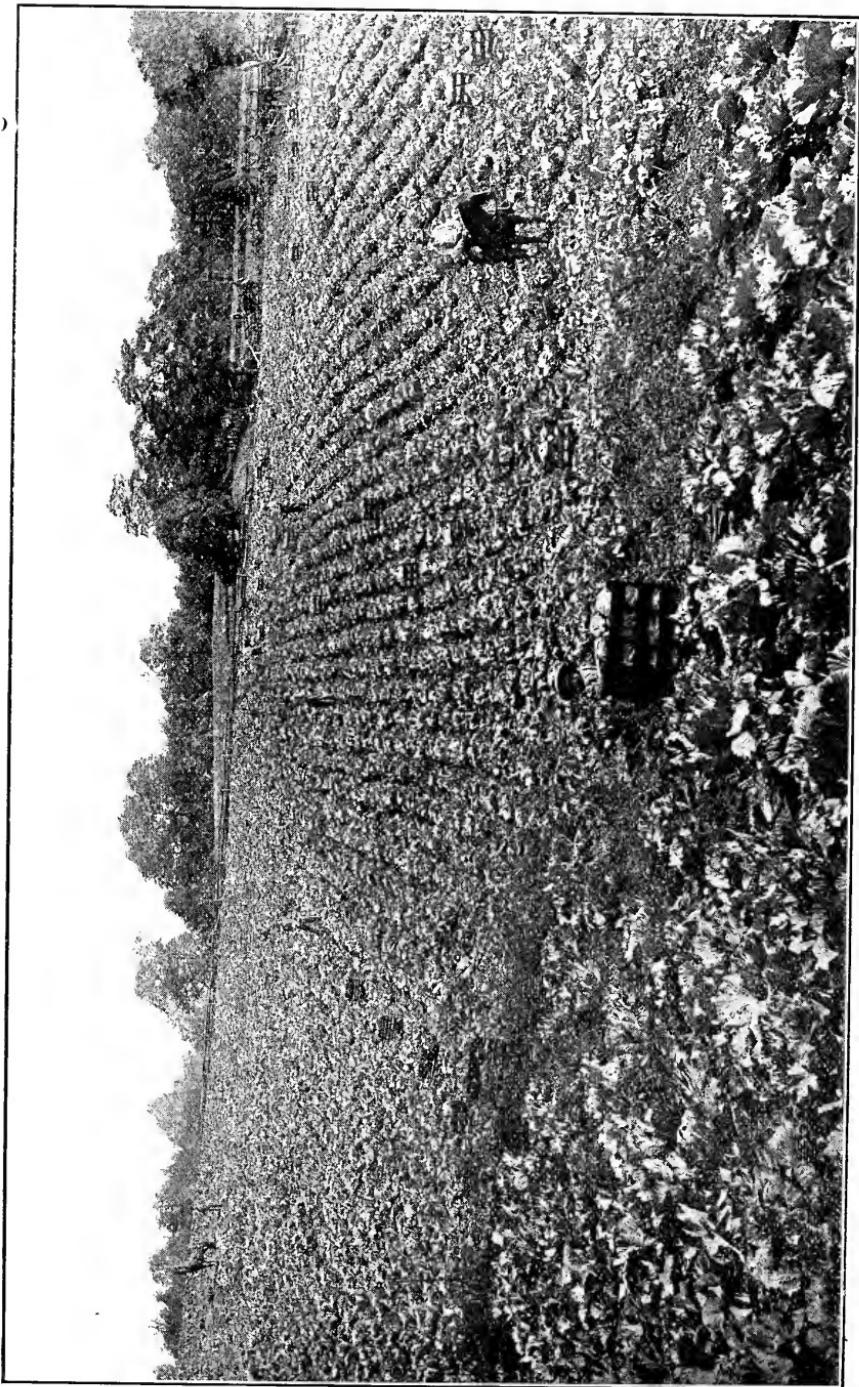
Experts employed by the Board are constantly seeking to discover new medical and scientific truths regarding the prevention of disease, which may be of value to the health of the people of the State. Reports of all contagious and infectious diseases prevalent in the State are collected and accurately kept, and the Board stands at all times on guard against epidemic and pestilence.

In short, the State Board of Health seeks, by every means within its power, to guard the people against disease, and to increase, through better health, the happiness and prosperity of the citizens of Virginia.



Dining Hall—Catawba Sanatorium

Cabbage field in the trucking section of Virginia



One Hundred Counties in Virginia

ACCOMAC—This county is situated in what is known as the "Eastern Shore" section of Virginia, eighty miles east of Richmond and sixty miles from Norfolk via railroad and steamer. It is about forty miles long with an average width of ten miles, and has an area of 478 square miles. The population at present is estimated at 40,315, an increase of ten per cent. over 1910 census.

The surface is smooth, even and almost level, drained by Pocomoke river and a number of small creeks and inlets. The soil is light loam with red clay subsoil, easily tilled, warm and productive. The area under cultivation has considerably increased since 1910. The principal farm products are Irish and sweet potatoes, corn, onions, cabbage and strawberries.



One county in Virginia grew 12,000 acres in sweet potatoes, being five per cent. of the sweet potato crop of the United States

truckling being the leading industry. The majority of Accomac farms are in a high state of cultivation, with modern outbuildings and the necessary equipment to save labor.

There is no county in the United States producing as many sweet potatoes as Accomac, it yielding fully five per cent. of the whole of that crop in this country. And besides the millions of bushels of potatoes sold annually, there are abundant crops of onions, garden peas, snaps, cabbage and kale. The growth of large and small fruits is constantly increasing, bidding fair to become an important industry.

The fish and oyster industry is probably more valuable and extensive than any other county of that section. Accomac furnishes seventy-five per

cent. of all the soft crabs consumed in the United States. Game in season of quality and quantity, together with fishing, makes this county a perfect paradise for sportsmen. It has been termed the "Hunter's Paradise."

The manufacture of timber in Accomac is negligible, but a vast quantity of mine props is cut and shipped from the county every year. The New York, Philadelphia and Norfolk Railroad, a part of the Pennsylvania system, provides quick transportation to the various markets of the east and middle west, and the Baltimore, Chesapeake and Atlantic steamer line, touching various wharves on the western side of the county, affords good service to Baltimore.

There are six or more four-year high schools in the county and several two-year high schools. Every community has a grammar school. Churches are adequate, the Methodists and Baptists predominating, but Presbyterians and Episcopalians also have houses of worship. Road construction consists mainly of sand clay, with a few miles of waterbound macadam and shell roads through the larger towns. The roads are in good condition.

The incorporated towns in this county are: Onancock, Chincoteague, Parksley, Wachapreague and Belle Haven, Onancock and Chincoteague being the largest. With the exception of Chincoteague, all are surrounded with prosperous farming sections, from which they draw most of their trade, being served by strong banks. Chincoteague is one of the principal fish and oyster towns along the Middle Atlantic, and this industry is also being conducted to a considerable extent at Wachapreague. The whole county is thickly dotted with villages, containing post office, general stores, school and one or more churches, within a radius of two or three miles of another.

Accomac, a pretty village with an historical courthouse, is the county seat. Its records are very old and interesting.

Accomac is among the best of Virginia counties in almost everything that contributes to the development of a great and thriving rural community. Its natural advantages are equaled by few and surpassed by none. The climate is delightful—neither extreme of heat nor cold. Situated between the Chesapeake Bay and the Atlantic, the air is cooled in summer and warmed in winter by these bodies of water. The Eastern Shore of Virginia Produce Exchange, operating in Accomac and Northampton counties, is a splendid example of allied enterprise so essential in modern agriculture. Nowhere have intensive methods in cultivation and co-operation in buying and selling been practiced with greater success than in Accomac.

ALBEMARLE—Fifth in area of the one hundred Virginia counties and one of the oldest, Albemarle contains 756 square miles, with a population of 32,858, exclusive of the city of Charlottesville. It was carved out of Goochland in 1744, and then embraced the large territory included in Albemarle, Amherst, Fluvanna, Nelson, and portions of Appomattox, all of which counties have been formed from its territory since.

As to climate and soil, its location is most favorable, being geographically near the center of the State, with its western portion in the Blue Ridge region and its center in Piedmont, reaching into Midland Virginia. Its extensive area, being at its greatest length about forty miles, and greatest width nearly thirty, gives scope for a diversity of soil and some difference in temperature. In the eastern section the soil is dark, rich red clay, famous for wheat, which has for generations been characterized as the "red wheat lands" of Albemarle. Excellent crops of corn, oats, alfalfa, and grasses of all kinds are produced.

Albemarle is famous in the fruit section of the State. Considering the variety, abundance and excellence of its fruit, it is doubtful if any part of the State surpasses it. The apples, peaches, pears and grapes of this section are remarkably fine. In fact, the foothills and slopes of the Blue Ridge, where the soil is lighter and grayish, are the natural home of the apple. The Albemarle Pippin, of rare flavor and excellent keeping qualities, which finds a most remunerative market abroad, is grown in abundance. Some of the most profitable peach orchards in Virginia are to be found in this county, and in some instances almost cover the eastern slopes of the Blue

Ridge from base to summit, the warm exposure favoring a size and flavor that makes the Albemarle peach popular in every market it reaches, Staunton, Charlottesville, Lynchburg, and Washington competing vigorously for the trade, which becomes active early in the season. The market for Albemarle fruit is facilitated by the cold-storage plants at Charlottesville and Crozet, and canning factories furnish an outlet for all surplus stock not suitable for packing and shipping.

Nowhere in Virginia does grape production receive more attention than in this favored region, where the grape grows to a high degree of perfection and large fruitful vineyards are seen on every hand, furnishing through a long season large shipments to convenient city markets, to say nothing of the local demand by town, village and rail car fruit vendors.

In the fine grass section of this county it is natural that much attention should be paid to stock raising. Many fine cattle find their way to the market from the grass fields of Albemarle. The raising of both beef and dairy cattle is increasing every year. With an abundance of feed hogs are profitably raised. The county is renowned for its beautiful horses. The finest blooded animals are raised and bring the best prices. Sheep raising is also a profitable industry, the long woolen breeds doing especially well on the luxuriant grasses of the Piedmont lands, and the finer wool breeds on the more mountainous, in the northern part of the county. Dairying is one of the most remunerative enterprises, with a ready market at the Charlottesville creameries for either milk or butter fats.

The varied mineral resources of Albemarle county are only partly developed. Among the more important metallic ores may be mentioned those of iron, copper, lead, and zinc; and of the non-metallic, soapstone, slate, and graphite. Virginia ranks as one of the largest soapstone producing States, and the soapstone belt, beginning in Albemarle and extending southwestward into Nelson and beyond, practically composes the soapstone industry in Virginia. It is developed by many quarries and the output has developed an extensive industry very useful to the county. Encouraging occurrences of graphite are found in this county as well as deposits of slate.

Few sections have better railroad transportation. The Chesapeake and Ohio, from west to east, straight through the county, the Southern from north to south, intersecting the former at Charlottesville, and the James River Division of the Chesapeake and Ohio, running along the southern border, afford, by their competing lines, the cheapest access for freight and passenger traffic in every available market. The county board of supervisors recently created the office of county road engineer, appointed by the United States government, which official has supervision of the construction of new highways and the maintenance of present roads.

Church advantages are good, the leading Christian denominations being well represented throughout the county. The public school system invites comparison with any county in the State, with high schools located in the larger communities, and elementary and graded schools in the smaller communities, so located that every part of the county is accessible to good school advantages. The extensive Miller Manual Labor School—one of the greatest manual labor institutions in the country—with ample endowment, is located near Crozet. Manual labor in all its branches and agriculture are taught. The historical University of Virginia, situated on the northwestern edge of Charlottesville, was founded by Thomas Jefferson in 1819 along the broadest and most advanced lines, and is to-day the leading southern university, with its illustrious alumni most active in affairs of our country, past and present.

Crozet, on the main line of the Chesapeake and Ohio Railroad, located in the center of one of the most famous fruit districts in the country, is one of the largest fruit shipping points in the State, the neighboring mountains and valleys being well adapted to the growing of peaches, apples, strawberries, cherries, and other fruits, and these products have taken the prizes at our various large Expositions. The peaches grown here are fully the equal of the Georgia peach, and the October peach does not come in contact with other Southern peaches, ripening as it does after the others are gone.



VA. DEPT of AGRICULTURE.

The Virginia Peach cannot be excelled in quality

Charlottesville, the county seat of Albemarle, is situated about the geographical center of the State. With a population of 12,000, this city is well endowed with superior advantages as a manufacturing locality as well as an educational center. "Monticello," the home of Thomas Jefferson, the author of the Declaration of Independence and the founder of the University of Virginia, is located nearby.

ALEXANDRIA—Alexandria county, situated in the extreme northeastern part of the State, just across the Potomac river from the District of Columbia, embraces one of the earliest settled portions of the State. The distance in a direct line from the center of the county to the National Capitol is only five miles. The county is bounded on the northwest and southwest by Fairfax county, and on the northeast by the Potomac river. On an average it is about eight and a half miles long and three and a half miles wide, containing twenty-nine square miles, or 18,408 acres. It was originally a part of Fairfax county and was made a separate county in 1846, being named for its principal city, Alexandria.

The surface is rolling. The slopes are gentle as a rule, but the streams usually have steep banks. The elevation varies from less than twenty feet at the Potomac river to about 440 feet at the highest point. The county is well drained by numerous small streams flowing into the Potomac river, of which Hunting creek, the southern boundary of Alexandria city, is worthy of special mention, as a beautiful body of water, fifteen or twenty feet in depth, and a safe harbor for vessels.

The soil is especially fertile in the bottom lands along the streams and on the steep sides, and of average fertility on the moderate slopes. Farm products are corn, wheat, oats, rye, and potatoes, the latter being a very important and profitable crop, both Irish and sweet. Fruits and vegetables of all varieties do well, and there is no section of the State more highly favored as a market for trucking, poultry and dairy products, which constitute an important industry to the county. This county may be classified as a region of suburban homes. It is not characteristically a farming region. Many of the old farms and estates have been cut up into small sub-divisions, but the close proximity to a favorable market makes intensive farming very remunerative.

The most abundant trees are white, red and black oak, chestnut, tulip poplar, hickory, and scrub pine, the broadest distinction as to forest types being between pine and hardwoods. Each exists distinct from the other and nowhere is there anything like an equal mixture of the two over a considerable area. Practically all the woodland in the county is second growth. The principal forest products at present are cord wood for fuel and pulpwood. There is considerable tie and pole material in the county. There is excellent market for all wood products in the county, or in Washington and Georgetown, just across the river.

Minerals are brownstone, soapstone and clay for brick-making. Sulphur and iron mineral water is found. The water power of Great and Little Falls of the Potomac is the finest in the State.

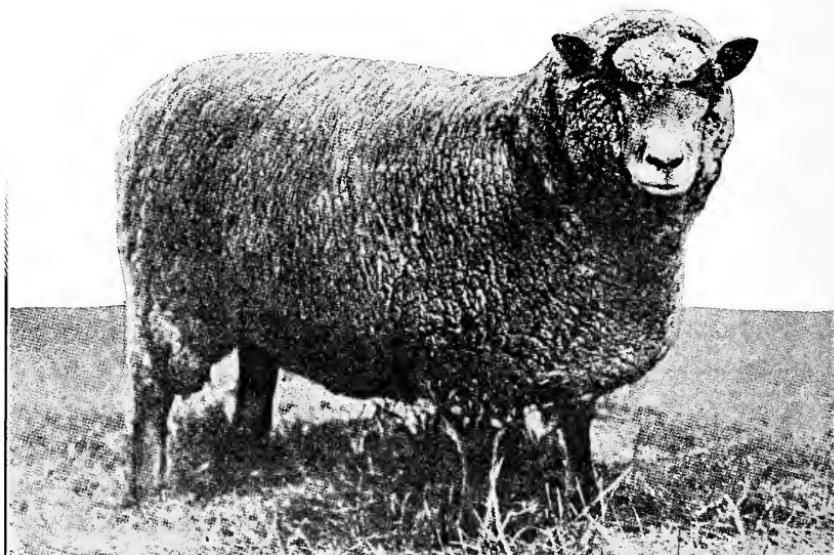
Transportation facilities throughout the county are exceptionally good. There are two electric lines, the Washington and Virginian, and the Washington and Old Dominion, both of which have three branches in the county, and both of which handle freight. The Southern Railway touches Alexandria city and crosses the eastern edge of the county along the Potomac. Practically the whole county is within one mile or less of rail transportation. Alexandria city is on the water and handles water shipping. The rural roads in general are very good. There is considerable macadam road throughout the county and the secondary roads are good and well maintained.

Educational advantages are represented in a large number of public and private schools throughout the county and the very superior opportunities afforded in proximity to Washington. Churches, mail facilities and telephone service are first-class.

Alexandria, the county seat, is the largest city, 24,000 population in city and suburbs. The town was incorporated in 1748, and George Washington,

then only seventeen years old, assisted in surveying and sub-dividing the property. The city's history is closely interwoven with that of the State and nation. It is seven miles south of Washington, on the Potomac river. It is situated at a point where north and south actually meet. The great railway systems from the north converge in Alexandria, at this point connecting with the main lines south and west. Five steamer lines run to Baltimore and Norfolk. As an evidence of the enormous traffic handled through Alexandria, it is noted that six allied railroads have established in the suburbs of this city the Potomac Yards, one of the largest classification yards in the United States. This city has extensive manufactories, and it is evident that it is destined to be the workshop of the nation's capitol.

Arlington, famous as having been the home of the Custis and Lee families, is situated in this county, a few miles above Alexandria. It was purchased by the national government, and a portion of it appropriated to a national cemetery. Upon this historic place are also located Fort Myer,



Sheep Husbandry is very profitable in Virginia

where a large force of United States troops are stationed, and the National Experiment Station. Numerous villages, with handsome homes, are located along the electric roads in this county, notably, Clarendon, Ballston, Mt. Ida and Rosemont, the first two in the center and the last in the southern end of the county.

Alexandria, as a suburban residence county with small acreages, offers exceptional advantages for the homeseeker.

ALLEGHANY—Alleghany county, adjoining West Virginia, lies in the Alleghany mountains, 124 miles from Richmond, at an altitude of 1,295 feet. This county was formed from Bath, Botetourt and Monroe in 1822. It is twenty-six miles long with a mean breadth of twenty miles, containing 452 square miles. The present population is estimated at 15,000.

Sections of the county are of limestone formation and contain some of the best grazing land in Virginia. The county is watered and drained by the Jackson and Cow Pasture rivers, and other small streams, notably Potts and Dunlap creeks, which also furnish very superior water power. The climate is very healthful and invigorating, and in summer is delightful.

The soil is a light, clay loam, very productive, especially on the water

courses. The leading farm products are corn, oats, wheat, fruit and dairy products. Stock raising is a very important industry of this county by virtue of the fine grazing land already mentioned. There are many well cultivated farms in the fertile valleys of Alleghany on which an increasing amount of modern machinery is being used. In recent years the dairy industry has increased and a goodly number of silos is in evidence.

The iron and ore deposits of this county are very extensive and valuable, attracting the attention of capitalists who have invested largely in ore lands and in the erection of furnaces. Also, granite and cement limestone have been developed and hydraulic cement manufactured. Valuable timber—oak, hickory, poplar, pine, ash, and chestnut—contributes also to the county's resources. Game of all kinds is abundant, offering an inviting field for the sportsmen.

Permanent improvement of the roads of the county was begun in 1913. \$20,000 annually is expended for good roads. Fifty convicts have been worked on the roads for two years past, and an equal force will be employed during the next two years. Transportation facilities rendered by the Chesapeake and Ohio traversing the county, connecting with the Warm Springs Branch at Covington, are adequate and satisfactory in handling the immense output of manufacturing operations. With churches, schools and newspapers the county is well supplied.

Covington, the county seat, with a population of 5,456, is the center of a district rich in agricultural, timber and mineral resources. This fact combined with the satisfactory facilities already mentioned has produced an imposing array of manufacturing operations, among which are included one of the largest paper and pulp mills in the United States, a large steam tannery, a blast furnace, with a capacity of 150 tons of pig iron per day, machine shops, flour and lumber mills, etc.

Clifton Forge, with a population of 7,000, an increase of 3,000 in ten years, on the main line of the Chesapeake and Ohio Railroad, is the western terminus of the James River division of the same road. The elevation is 1,047 feet. There is unlimited water power in the district around Clifton Forge. The town is the headquarters of one of the most important hydro-electric developments in this section. The company supplies a number of cities and industries with light and power. Already a potent factor in industrial development, it will be of immeasurable benefit when the vast timber and mineral resources of the section are appreciated as they should be by outside capital. The industries of Clifton Forge include the Chesapeake and Ohio Railroad shops, an iron foundry, a patent mail box factory, a large lumber and planing mill, granite and marble works, flouring mills, etc. The surrounding mountains contain an immense quantity of timber and Clifton Forge offers unusual inducements for the manufacture of woodenware and furniture.

Low Moor, three miles west of Clifton Forge, a community of some 2,000 people, has a large iron furnace, and there is another iron furnace two miles east of Iron Gate, population of about 1,000.

Thus it may be seen that no county in the State can boast of more thrifty growing towns, and a progressive agricultural spirit is manifested in several farmers' organizations.

AMELIA—Located in the southeast central portion of the State, Amelia was formed from Prince George in 1734. This county lies on the south bank of the Appomattox river, twenty-seven miles southwest of Richmond, and is thirty miles long and ten miles wide, with an area of 371 square miles and altitude of 361 feet. The population estimated at present is 9,500, representing a normal increase over 1910 census.

The surface is undulating. The soil is chocolate, red clay and gray loam. In the eastern section the soil is light gray, mottled yellow and brown, derived from the beds of unconsolidated sand, clay, gravel and marl that compose the underlying rock. The soil of the higher plains, owing to the thorough oxidation of the iron it contains, is strikingly red. Other portions of the county show little diversity, perhaps three-fourths being gray or

brownish-gray sandy loam of fine to medium texture. The clay loam occurs chiefly on the slopes bordering the larger streams. The soils are especially adapted to tobacco, wheat, corn, oats and hay.

The county is drained and watered by the Appomattox river and its tributaries. Along the northern portion of the county this river is navigable to Petersburg. The county is also well watered with freestone springs, and wells are to be had at an average depth of thirty feet, besides numerous springs with valuable mineral properties.

The principal forest products are pine and oak lumber and railroad ties, which are marketed in large number. The timber industry is a very important one. The county is well provided with transportation, the Southern Railway passing through the center and the Norfolk and Western near the southeastern border. There are fifty miles of improved roads and a progressive spirit is supporting both construction and maintenance.

Some minerals of economic value occur in this area. North of the village of Amelia mica mines have been operated for many years. The mica is used for stove and furnace doors, insulating apparatus, etc. These mines have also produced some valuable rare minerals suitable for gems. The Amelia quadrangle is one of the most famous feldspar-producing areas in the United States.

The county's progressive spirit is further manifested in the general condition of the farms, in recent developments in milling interests, canneries, more extended markets for tobacco, large increase in dairying, active farmers' organizations, fine high schools and general improvement in elementary schools. The leading denominations are well represented in churches.

Amelia, the county seat, is the principal town. This is a wide-awake town, situated on the Southern Railway, with two strong banks, two large tobacco plants buying and packing tobacco for American and foreign markets, a large grist mill, planing mill, lumber mill, and the usual stores.

Under good farming practices the soils of Amelia respond well. The climate is temperate—winters short and mild, summers free from extremes. Homeseekers will find here a splendid section for general farming, stock raising and dairying under favorable conditions of location and transportation. Newcomers have paid for their farms with the sales of crops in three years. Farms are being eagerly sought in this county.

AMHERST—This county, a daughter of Albemarle, was made a separate county in 1761. James river skirts its whole southeast and southwest boundary for fifty miles, furnishing with Pedlar and Buffalo rivers, and extent of broad and fertile bottom lands of which few counties in the State can boast. The altitude is 629 feet. The county has a length of twenty-two miles and a mean width of nineteen, while its area is 464 square miles, and its population by the census of 1910, 18,932, with an estimated increase of ten per cent.

The crops raised are principally tobacco, corn and wheat, while the soil is well adapted to oats and grass. But tobacco may be regarded as the principal money crop. It is of fine weight and texture, bringing profitable returns to the growers. The red lands along the valley of the Blue Ridge and Tobacco Row mountains are very fine, easily cultivated and retentive of farm manures, producing finely clover, timothy and orchard grass, following tobacco and wheat.

While Amherst is among the leading agricultural counties in the State, it is rapidly advancing to the front as a fruit section, yielding the popular commercial varieties, the winesap and celebrated Albemarle Pippin succeeding admirably. The eastern slopes of the mountains are favorable to the culture of grapes, the vine flourishing and yielding kindly to proper culture.

There is considerable grazing of cattle on the indigenous grass of the mountains by stockmen, who buy elsewhere and bring to this section where they can be cheaply kept. This is quite a business in Amherst.

The timber industry is profitable in this county, forest products being oak, hickory, pine, walnut, chestnut and locust. Immense and valuable out-

puts of minerals are noted, such as magnetic and specular iron, well suited for the manufacture of steel by the Bessemer process. The celebrated soapstone vein through Albemarle and Nelson extends through Amherst, and is valuable, lying between the Southern and Chesapeake and Ohio railways, about five miles from each.

Some years ago Amherst took the lead in improved roads. She has a considerable mileage of improved roads, some of the best macadam and sand-clay roads in the State leading out from Lynchburg. Transportation facilities are furnished by the Southern Railway, which penetrates the county from north to south, and the James River division of the Chesapeake and Ohio on the northeast and southwest.

Church and school privileges are not neglected. In fact, one of the finest equipped colleges for women in the South, known as Sweet Briar



The excellent flavor of Virginia apples has created a demand far beyond her borders

College, is located on a grand old estate, two miles from Amherst Courthouse and twelve miles from Lynchburg, on the Southern Railway. It is the result of an endowment of \$800,000 in money and land, and was opened in 1906 with brilliant prospects of success which succeeding years have fully realized. The public school system is ample and efficiently maintained.

Amherst, the county seat, located on the Southern Railway, fourteen miles from Lynchburg, is an attractive little town with enterprising citizens. It has two papers, two banks, a high school, stores, and many attractive homes.

The climate, soil and market conditions in this county are ideal for general farming, fruit growing and dairying, further favored by proximity to the Lynchburg market.

APPOMATTOX—This historic county was formed in 1845 from the neighboring counties of Buckingham, Campbell, Prince Edward and Charlotte. It is about sixty-five miles air line, 100 miles by rail, from Richmond. The county is twenty-six miles long and eighteen miles wide, with an area of 342 square miles, and a population by the last United States census of 8,904. The average altitude is 825 feet.

The county is well watered by the James river, forming its northwestern boundary, and its tributaries; by the Appomattox and its tributaries, and by some of the tributaries of the Staunton river. The surface is generally roll-



No State produces finer clover hay than Virginia

ing, and even hilly in many portions, though there is a large proportion of bottom land along the rivers and creeks, which water the county well and furnish ample water power which is utilized to considerable extent by grist mills and saw mills. But there is much of the finest water power yet undeveloped. The county, as a whole, is the first level county east of the Blue Ridge.

The soil is varied, consisting of stiff red clay, easily improved and responding well to the use of fertilizer and practical scientific cultivation. It is similar in character to the famous red wheat lands of Albemarle. There is also much gray, light and friable slate soil, and the bottoms are rich and productive. Tobacco, wheat and corn are the leading crops. Grass and hay are very profitable. Stock, fruit and vegetables do well here. Stock raising and dairying have increased largely in the last few years.

Oak, hickory, walnut, chestnut and maple timber abound and are being profitably manufactured.

Transportation facilities are furnished by the Norfolk and Western Railway traversing the county, and rural roads receiving more attention

each year. A fair quantity of gray soil suitable for construction is found in many sections of the county.

Educational advantages are good and church opportunities are ample. Vocational agriculture is taught in the Appomattox High School.

Appomattox, the county seat, on the Norfolk and Western Railway, about twenty-five miles from Lynchburg and thirty-five miles from Farmville, is a prosperous town of 1,000 inhabitants, with two live newspapers, bank, good hotels, prosperous stores, progressive business interests—tobacco warehouses, manufacturing, etc.—and handsome residences. A fine agricultural high school is located here.

Pamplin is another town of importance, located on the Norfolk and Western Railway, in a prosperous section, served by its bank with total resources of \$160,069.39.

Three miles northeast of the county seat is Old Appomattox Courthouse, where General Robert E. Lee surrendered, April 9, 1865, the depleted remnant of the Confederate Army to overwhelming Federal forces under General Grant, thus making this one of the most famous spots in the country, ranking with Yorktown, where Lord Cornwallis surrendered to General Washington, October 19, 1781. The Federal authorities have added greatly to the attractiveness of the "Surrender Ground," which embraces several hundred acres, by placing enduring metal tablets at various notable points, such as Lee's headquarters, Grant's headquarters, the traditional apple tree and the place where the old McLean house, in which the surrender took place, stood, now a ruin, as well as most of the houses in the old village. The Confederates have placed on the grounds two handsome monuments, one by Virginians, the other by North Carolinians.

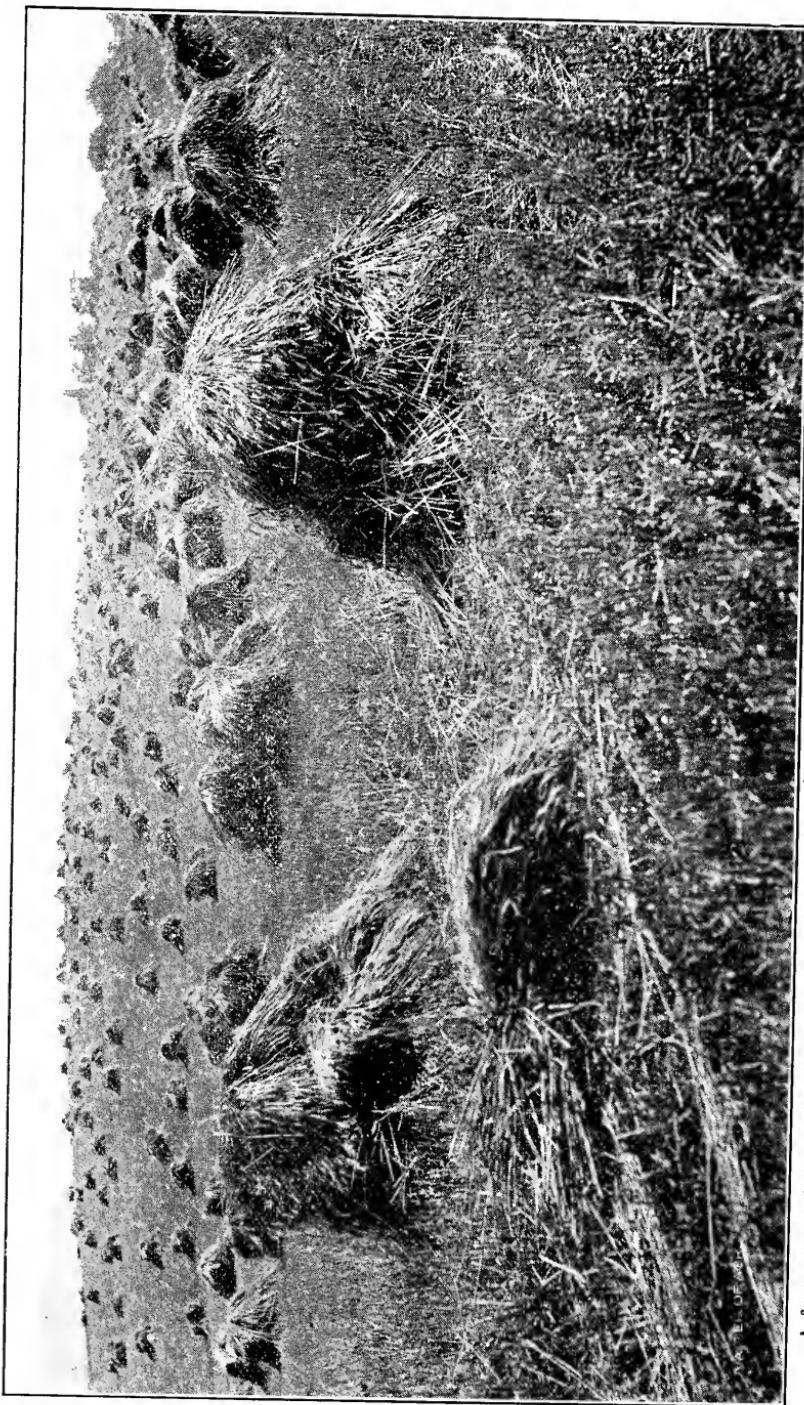
Today this historic county offers good opportunities to the homeseeker for general farming, stock raising and dairying. Farmers organizations are active in stimulating improved methods. Progress is manifested in all phases of farm life. Marked interest in soil improvement is noted—there is more alfalfa, more grass, more live stock farming.

AUGUSTA—This county was formed from Orange in 1738. It is situated near the head of the Shenandoah Valley, thirty-five miles long and thirty wide, and contains 1,012 square miles, being the second largest county in the State, with the Blue Ridge on the east and the Shenandoah range of the Alleghany on the west. The average size farm is 175 acres, and the aggregate value of real estate exceeds that of any other county in the State. Population at present is estimated to be 35,689.

The climate is mild during both winter and summer, the temperature seldom going as low as zero in winter or above ninety degrees in summer. Even during the hottest weather of summer the nights are always delightful and cool due to the surrounding mountains. The altitude is from 1,200 to 1,500 feet. The scenic beauty of the county as well as the healthful climate attract many summer visitors. Among many points of interest are Weyers Cave, the Natural Chimneys, and Elliot Knob of the North mountains, 4,437 feet high, ranking among the highest points in Virginia. The rainfall of the county is about forty inches, well distributed throughout the growing season.

The farming land of this county is a well drained, rolling, limestone soil, very productive, yielding large crops of wheat, hay, corn, fruit, and grasses—natural and cultivated. Approximately one-half of the county is improved farm land. The eastern and western sections are uneven and mountainous, the central portion undulating. Augusta ranks at the head of the list of counties of the State in the production of wheat. It is also noted for the number and superior quality of its flouring mills.

Stock raising is one of the most profitable and important industries. The unimproved land on the foothills of the bordering mountains, with a considerable acreage of rich blue grass, furnishes an abundance of pasture for thousands of beef cattle and sheep. There has been a great improvement in the quality of beef cattle in the past few years. Many herds of registered Shorthorns, Hereford and Angus cattle have been introduced.



A forty-acre wheat field which made a yield of 32 bushels per acre in 1918. Hon. James R. Kemper's farm, Augusta county

There is a very active Shorthorn breeders' association in this county, which had a sale at the last county fair, many registered animals of exceptional breeding being sold for handsome sums.

The dairy industry has greatly increased. There are three successful creameries in the county, and three others that draw a part of their supplies from its borders. There are Holstein and Guernsey breeders' associations in the county, both of which are very active in introducing better dairy cows. The raising of hogs receives considerable attention, and there are excellent draft horses on every farm.

Augusta is one of the leading fruit counties in the famous Fruit Belt of Virginia. In color, quality and flavor, the apple of this section is unexcelled. Augusta county exhibit of apples has for two years in succession won the "Sweepstakes" cup at the International Apple Shippers' Show. The apple and peach growers of this county are very progressive, there being a county Horticultural Society and a Co-operative Selling Association.

Mineral deposits of iron, manganese slate, marble and limestone found in many parts of the county, are a source of considerable wealth. The plant, owned and operated by the State, for crushing limestone rock is located near Staunton.

Of its 1,200 miles of roads about one-sixth are tar-macadam. The road system is in charge of a road engineer. The Valley pike, a well-kept macadam road between Staunton and Winchester, a distance of ninety miles, is equal to any road in the State. The farm homes along the beautiful pikes and highways are very attractive and bespeak the prosperity and thrift of the people. Native timber supplies a large per cent. of the lumber needs. Three railroads furnish excellent transportation.

Churches and schools are of unusual number and conveniently located. There are excellent seminaries for girls, three military academies, two business colleges, fourteen high schools throughout the county teaching agriculture, and an Agricultural Experiment Station.

The county seat is Staunton, a city of 10,000 inhabitants and one of the most beautiful resident cities of the State. It has a large flour mill, coal factory, cold storage, organ factory, and numerous smaller industries. There are two State institutions: The Western State Hospital for Insane and The Deaf-Dumb and Blind Institute. This city has the distinction of being the birth place of President Woodrow Wilson.

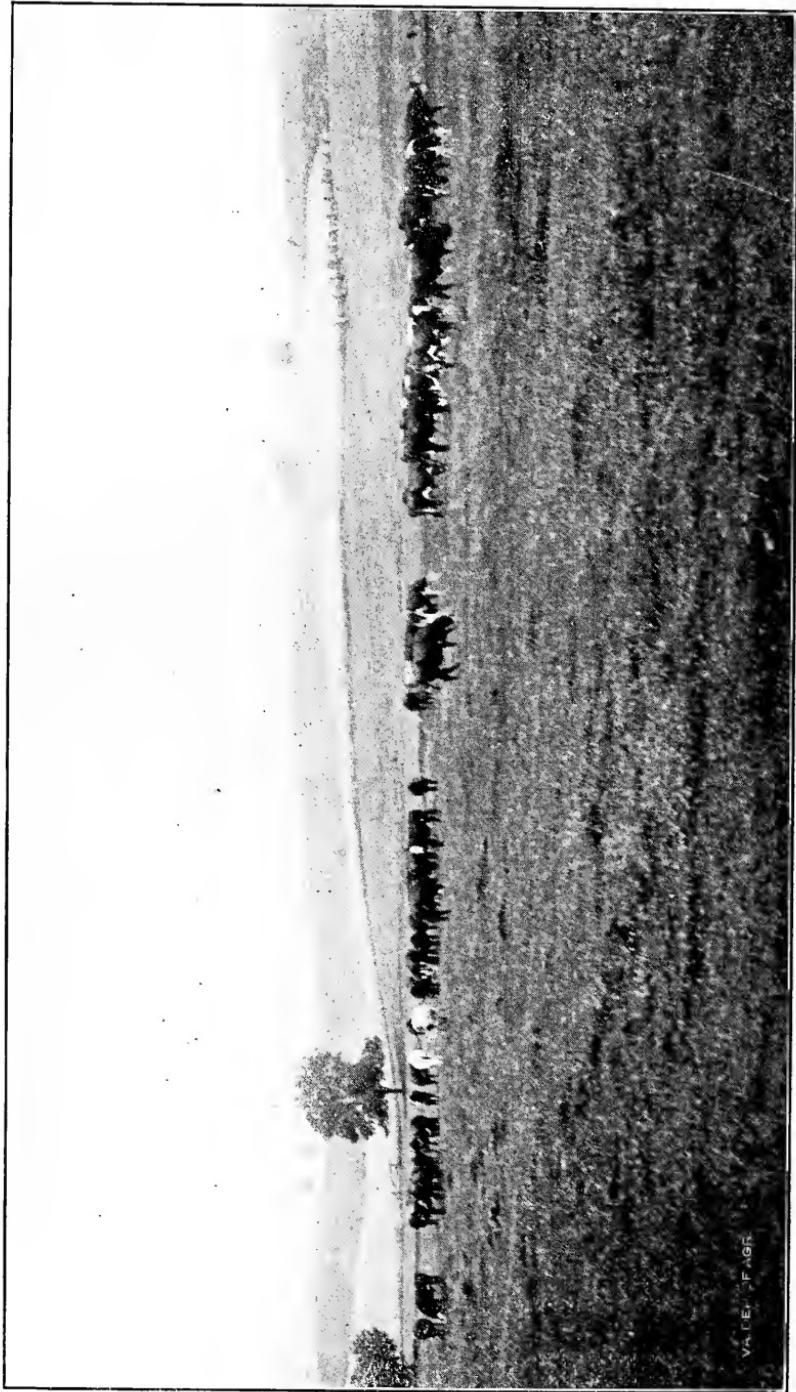
Waynesboro is an important business town for a very rich and enterprising section, having excellent banks and prosperous manufactories. It has large and commodious churches of the leading denominations and excellent schools, being the seat of Fishburne Military Academy. As a summer resort it attracts many visitors annually.

Other towns are Fordwick, at which is located the five million dollar Portland Cement Works, Craigsville, Basic, Greenville, Stuarts Draft, Cave Station, and Churchville.

In progressive agriculture Augusta farmers are among the first in the State. There are about fifteen farmers' clubs, united together in a county-wide organization, to promote both business and rural improvement, and high crop yields testify to material benefits therefrom. The county is served by twelve banks.

BATH—This county located on the western border of the State, 120 miles northwest of Richmond, was organized in 1790, from parts of Augusta, Botetourt and Greenbrier counties. Its mean altitude is 2,195 feet, and area, 548 square miles. The population by census 1910 was 6,538.

A portion of the county is mountainous, the rich bottom lands of the balance being very fertile, though small in area, and well watered by numerous springs and Cow Pasture and Jackson rivers. Its industries are chiefly farming, grazing and forest product enterprises, the leading agricultural products being hay, corn, wheat and oats. Fruit culture is also important and profitable, embracing apples, peaches, pears, plums,



Seventy-five head of beef cattle wintered on alfalfa hay and finished on blugrass pasture

VALENTINE

etc. Large apple and peach orchards abound of increasing size and number. Ready home markets at good prices prevail.

The grazing facilities of Bath county are unexcelled. The majority of the lands take naturally to grass. In most sections clearing away the timber is all that is necessary to secure a sod. The sunshine given full play, the grasses spring up without further attention; and in the woods there is a rich growth of wild grasses and other wild growth on which cattle and sheep do well for six months of the year. When they come from the mountain ranges, as they are called, without any cost other than salting them, they are fat and ready for the market.

Bath lies in the iron ore belt west of the Blue Ridge but this ore has not been developed. Fossil ore with a thickness of two feet is reported in the valley east of Warm Springs. Timber is abundant in regions remote from the railroads. There are large and valuable bodies of pine, oak, poplar and hickory timber. There is scarcely a section of the county without one or more steam sawmills in operation.

The Chesapeake and Ohio (main line) runs along the southeastern border of this county, a branch line penetrating the interior to Hot Springs. Rural roads and bridges are kept in good repair.

Bath is famous for its fine health resorts and mineral springs of wonderful medicinal and curative properties. The most widely known are Warm Springs, the county seat; the Hot Springs, five miles south of the Warm Springs; Bath Alum, five miles east of Warm Springs; Millboro Springs, twelve miles east of the Warm Springs and two miles from Millboro Depot; Walla-Watoola, one mile south of Millboro Springs, and Bolar Springs, seventeen miles east of Warm Springs. Great numbers of visitors resort to these springs in the summer time and to the Virginia Hot Springs all the year round, bringing into the county and distributing much ready money for supplies. The climate and scenery of this section are unsurpassed. Reference to the Weather Bureau reports of the United States show this county to possess a very equable temperature of neither very great extremes of heat nor cold and ample rainfall well distributed.

Such favored natural resources and attractions enhanced by the sterling qualities of a Scotch-Irish descent people need no further advertisement to those seeking desirable locations in Virginia.

BEDFORD—This county was formed in 1753 from Lunenburg and lies at the eastern base of the Blue Ridge mountains, in the southwest central part of the State, 100 miles southwest of Richmond. It is one of the largest counties of the State, being forty miles long and about thirty miles wide, containing an area of 729 square miles, with an average altitude of 900 feet. Population 32,049.

The surface is broken, and, in western portion, mountainous, but very productive, well watered by springs, brooks and creeks, with Otter river in center, and the James and Staunton rivers on northeast and southwest borders. The soil is red clay and light gray or slate, producing abundant crops of wheat, corn, rye, oats, tobacco, and tomatoes. The latter crop is a recent and lucrative agricultural development. Tobacco is probably the most profitable industry of the county. In the mountainous sections blue-grass is indigenous, affording excellent grazing facilities. The dairy interest is of considerable importance and is showing some increase. Fruit is also worthy of special mention. Bedford may be classed as one of the fine fruit counties of the State, the mountainous portions being especially adapted to fruit of all kinds.

Forest products are valuable and extensive, embracing walnut, chestnut, hickory, pine, poplar, locust and oak, the timber interests being engaged in the manufacture of lumber, fire and pulp wood, chestnut wood and bark which are rather important in the southern part of the county. Transportation facilities are afforded by the Norfolk and Western Railway through the center and the Virginian Railway across the southern part of the county.

The climate is mild and healthful, attracting large numbers of visitors

from the South, spending their summers at the various hotels and resorts open each season for the accommodation of guests. The celebrated Peaks of Otter, noted for sublime, picturesque scenery, are located in this country, a few miles from Bedford City, the county seat. The Peaks have an altitude of 4,001 feet above sea level, and can be seen, under favorable conditions of atmosphere, from beyond Lynchburg, fifty-five miles distant.

Bedford is one of the richest, most productive and thickly settled counties in the James River Valley. The farms are reported in good condition at present. The best methods of soil improvement are in practice. The farmers are organized for co-operative buying of seeds and fertilizers. Mileage of improved roads is increasing, both macadam and sand-clay. Educational advantages are afforded by excellent high schools and private academies. Church opportunities are good. A progressive, community spirit is manifested in a Farmers' Union and the support of both an agricultural and home demonstration agent.

Bedford, the county seat, on the Norfolk and Western Railway, is located near the center of the county, and surrounded by a beautiful, picturesque section of country. This town has a population of 3,500. Its industrial development is manifested in tobacco warehouses, canneries, a can factory, tobacco factory, woolen mills, flour mill, and a wholesale grocery. School advantages, public and private, are excellent. Randolph-Macon Academy is located here.

BLAND—This county was formed in 1861 from Wythe, Giles and Tazewell, and is located in the southwestern part of the State, 195 miles southwest of Richmond. It contains an area of 352 square miles, with a population of 5,654, an estimated increase of 500 since 1910 census.

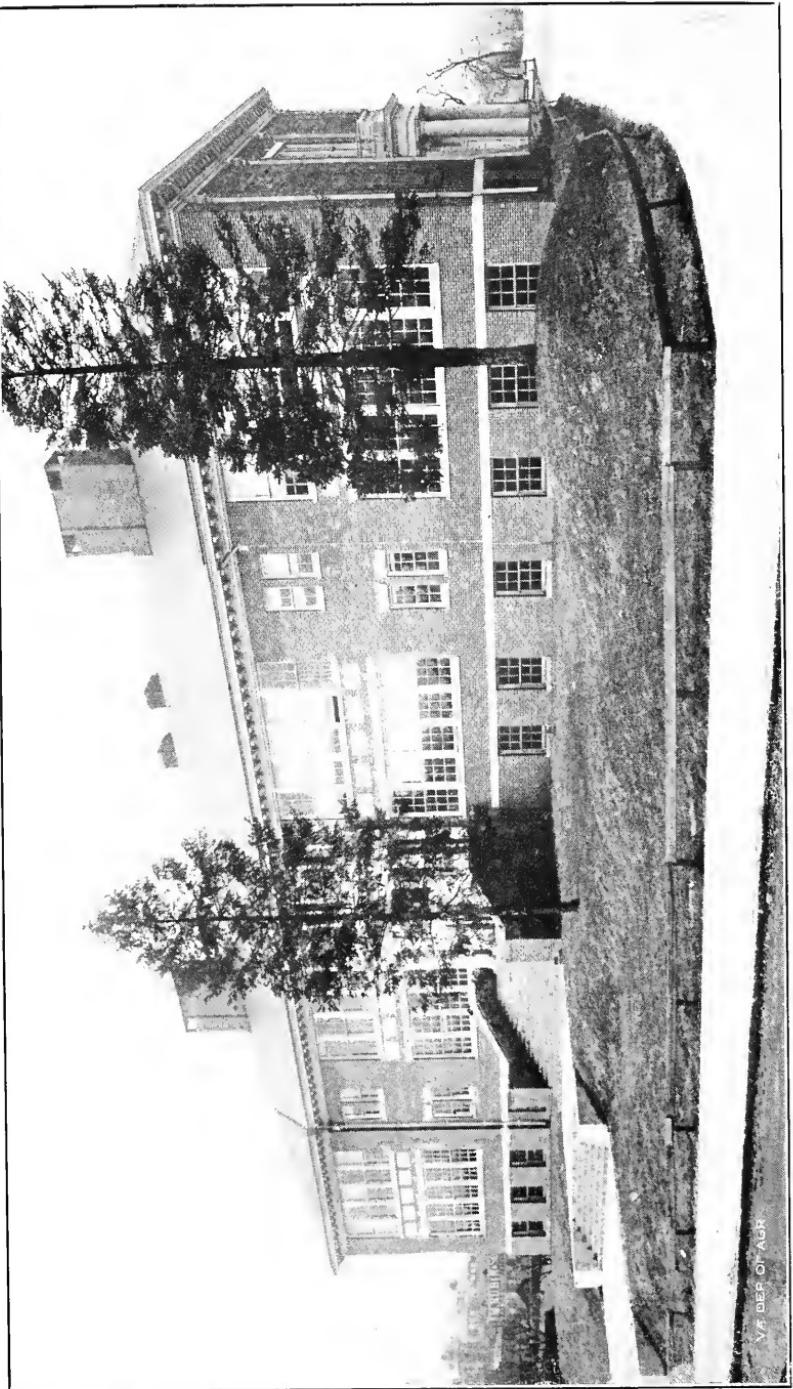
The surface is broken and mountainous to considerable extent. The soil is a black loam and reddish clay, very productive and well adapted to the usual farm products of this section, corn, wheat, oats, grasses. Blue-grass is indigenous to this section, consequently stock raising is the most profitable industry, especially cattle and sheep, large numbers of which are of fine quality and are shipped annually to the large markets, or sold to dealers who come into the county to buy. The county is also well adapted to fruits of all kinds.

The timbers of Bland county abound in large quantities and are of exceptionally fine quality, including walnut, poplar, pine, oak, ash, hemlock, sugar tree, hickory and beech. The manufacture of timber is an important industry—large quantities of stave timber, tan bark, and all classes of timber. There are valuable mineral deposits in this section, consisting of iron, coal, lead, zinc, copper, manganese, slate, kaolin, ochre, barytes, and coal is also found and mined.

No more healthful section of the country is to be found. Mineral springs are numerous and of fine medicinal quality. Some have been improved and opened to summer visitors. Sharon Springs is a delightful resort, 2,850 feet above the sea level, with a climate unexcelled, dry and exhilarating, with an abundance of clear, pure water—limestone and free-stone. Bland is an Eldorado for the sportsman with its abundance of game and streams abounding with fish, embracing the noted mountain trout.

The general condition of the farms in this county is good, having shown very marked improvement within the past decade. The roads are in fairly good condition with about eighty miles of turnpike. Agricultural and industrial development has been greatly augmented by the recent building of the New River, Holston and Western Railroad into the interior of this county. Acreage under cultivation has increased at least ten per cent. Large deposits of manganese have been recently discovered and are being worked. A Farmers' Union is active. Educational and church advantages are good.

Seddon, the county seat, located near the center, has a flourishing mill, high school, newspaper and two churches. It is centrally and conveniently located, with good turnpike roads, diverging north and south.

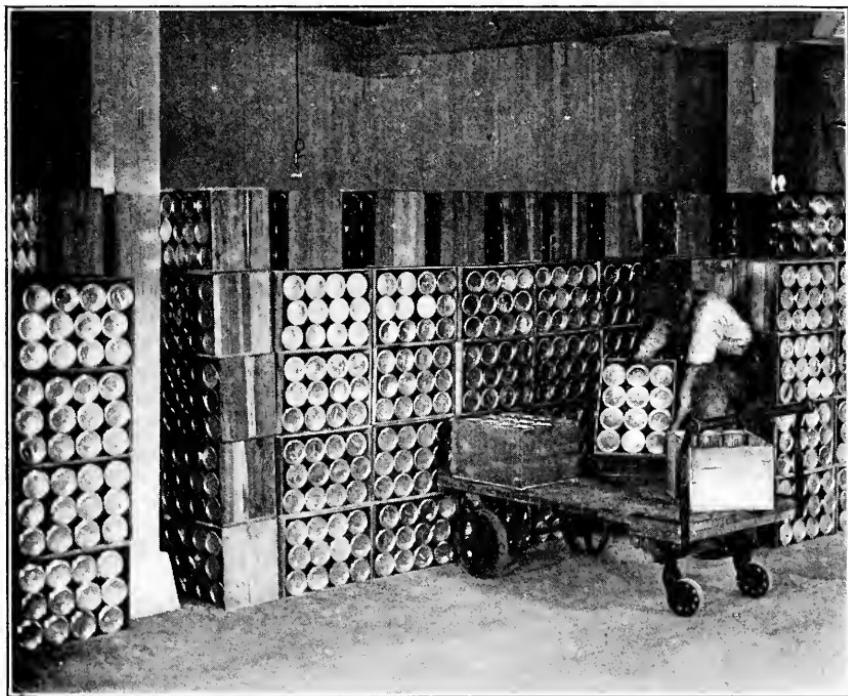


THE W.M. H. McGUFFEY SCHOOL, CHARLOTTESVILLE, V.A.

Those privileged to study McGuffey's Readers recall with delight the charm and beauty of the selections, and it is very fitting that a modern school building, which has in a marked degree much of the beauty and the charm which characterized the work of William H. McGuffey, should bear the name of that pious scholar.

BOTETOURT—This county named in honor of Lord Botetourt, Governor of the Colony in 1768, was formed in 1770 from Augusta, extending at the time of formation to the Mississippi river. Its present limits are forty-five miles long and eighteen miles wide, situated between the Blue Ridge and Alleghany mountains, in the western part of the State, 115 miles west of Richmond, at an altitude of 1,250 feet. The area of the county is 548 square miles, with a population of 18,000.

The surface is rolling and partly mountainous, containing a beautiful valley in the central portion which is very fertile. The soil is a loam with clay subsoil, and is well adapted to the production of grain, grasses, tobacco and fruit, the mountain ranges affording excellent pasturage for horses, cattle and sheep, of which superior breeds are raised. The fine bluegrass sod, to which the land runs naturally, renders dairying an important industry.



One county sold \$1,000,000 worth of canned products in one year

try. Tobacco is also produced to some extent, and of superior quality, but fruit and vegetable culture, to which this county is especially adapted, is its most important industry, bringing to the county large revenues.

This is the foremost canning county in the State, and stands near the head of the list in the United States in that industry, tomatoes being the chief product. The immense product of this enterprise is shipped to distant markets in carloads.

Practically the entire county is adapted to fruit growing, especially apples. The principal apple growing sections at present are in the vicinity of Troutville, Cloverdale, Haymakertown and Blue Ridge Springs, but there are sufficient commercial orchards in other sections to prove the adaptability of the whole county to profitable apple production. Extensive orchards are being planted, and in a few years it is confidently predicted that Botetourt will be entitled to rank among the largest apple producing counties of the State.

The manufacture of timber is not an important industry; however, forest products native to this section of the State abound, and the sale of extract wood is important in some sections.

The county is intersected by a road system aggregating 600 miles, thirty-six miles of which is macadam, with twenty miles additional under construction. Limestone suitable for road construction purposes is abundant and very well distributed. The county is traversed by the Valley National highway. Rail transportation is furnished by the Norfolk and Western and Chesapeake and Ohio Railroads, with their branches, which extend through the length and breadth of the county, affording easy and ready access to all the principal markets, so essential to this county with its large commercial enterprises.

The county is well watered by the James and its numerous tributaries, also Cow Pasture and Jackson rivers, which afford superior waterpower.

Educational advantages are excellent. There are two accredited high schools, two other high schools, and numerous two and three-room schools, and churches are conveniently located.

Recent agricultural and industrial developments are reflected throughout this county in the improved general condition of the farms—good buildings, machinery and stock the rule; a large increase in dairying, several up-to-date sanitary dairy stables, many farms having silos; the erection of a large tin can factory at Buchanan; well developed iron mine at Lignite; iron mine and blast furnace at Glen Wilton; several lime-burning and crushing plants at Eagle Rock; lime quarries at Buchanan and Rocky Point, and lime kilns at Indian Rock.

The principal towns are Buchanan, Fincastle and Troutville. Buchanan, the largest town, with a population of 800, has a large tin can factory, lime quarries, a bank, with resources aggregating \$213,124.05, and is an agricultural center. Fincastle, the county seat, with a population of 600, is an agricultural center, with numerous canning factories and a bank with total resources aggregating \$292,925.78. Troutville, a town of about 150 people is an important shipping point. Eagle Rock, important for its lime industry, is served by a bank having total resources of \$280,650.97. Cloverdale is also an important shipping point.

There are some striking features to attract the homeseeker and investor to Botetourt. The county is very advantageously located; the altitude insures pleasant summers and mild winters. Proximity to Roanoke, a city of 50,000 inhabitants, insures excellent market for all farm products. A progressive spirit animates the farmers who are well organized into three Farmers Co-operative Associations for buying and selling, and a Farm Demonstrator is active in promoting the practice of modern methods for better yields and better quality.

BRUNSWICK—Situated about fifty miles from Richmond and bordering on the North Carolina line is Brunswick, one of the leading agricultural counties in Virginia. It was Brunswick which took the first prize at the Jamestown Exposition for having the best county agricultural exhibit, and it was of this county that the then Governor of Virginia said, "It produces a greater variety of crops than any other in the State." The county has an area of 557 square miles, with a population of 20,000.

The concurrent causes placing Brunswick foremost among her sister counties are many: Her lands are naturally rich and respond readily; the climate is ideal for agricultural purposes; and her people are without equal for industry and thrift. The principal market crops of this county are tobacco, wheat, oats, corn, peanuts and cotton. The soil is well adapted to the growth of the grasses, and considerable hay is grown by farmers for their own consumption. The interest in dairying has very much increased, and a number of farmers are now shipping cream to the cities of Richmond and Norfolk. There is great demand here for dairy cows. Fruits and vegetables grow in profusion.

The principal timbers of the county are pine, oak, hickory, gum and ash. The manufacture of timber is an important industry, Kress and Alberta being the sites of large lumber plants.

Transportation facilities are excellent. The Southern and Virginian Railways traverse the county from east to west, and the Seaboard Air Line from north to south. Brunswick has over two hundred miles of improved roads, and when present surveys are constructed, its road system will be very complete. The county has built also a large number of modern bridges, which were paid for out of the general county fund.

A progressive agricultural spirit is exhibited in Farmers' Unions, Boys' Corn Clubs and Girls' Canning Clubs. Schools are so located that every child of school age has an opportunity to attend. There are a number of High Schools throughout the county which are well conducted in well equipped buildings. Churches of the leading denominations are also well located.

There are three incorporated towns in the county: Lawrenceville, Alberta and Brodnax.

Lawrenceville, the county seat, with a population of 2,500, has a good electric light plant, good water works, a good telephone system, and two banks with aggregate resources of \$595,535.51. This town with its splendid stores, excellent banking facilities and marketing advantages adds materially to the comfort, convenience and pleasure of agricultural life in the county. The Southern Railway Shops (repair shops) are located here.

Alberta and Brodnax have each a population of about 300. A large lumber manufacturing plant is located at Alberta, on the Seaboard Air Line Railroad. Kress has a population of about 300 where another large lumber manufacturing plant is located.

Recent reports show marked improvement in the general condition of the farms. More interest is manifested in crop cultivation along modern methods. The land is better prepared and greater yields to the acre are resulting. A Farm Demonstrator is active in the county, and a general spirit of progress prevails.

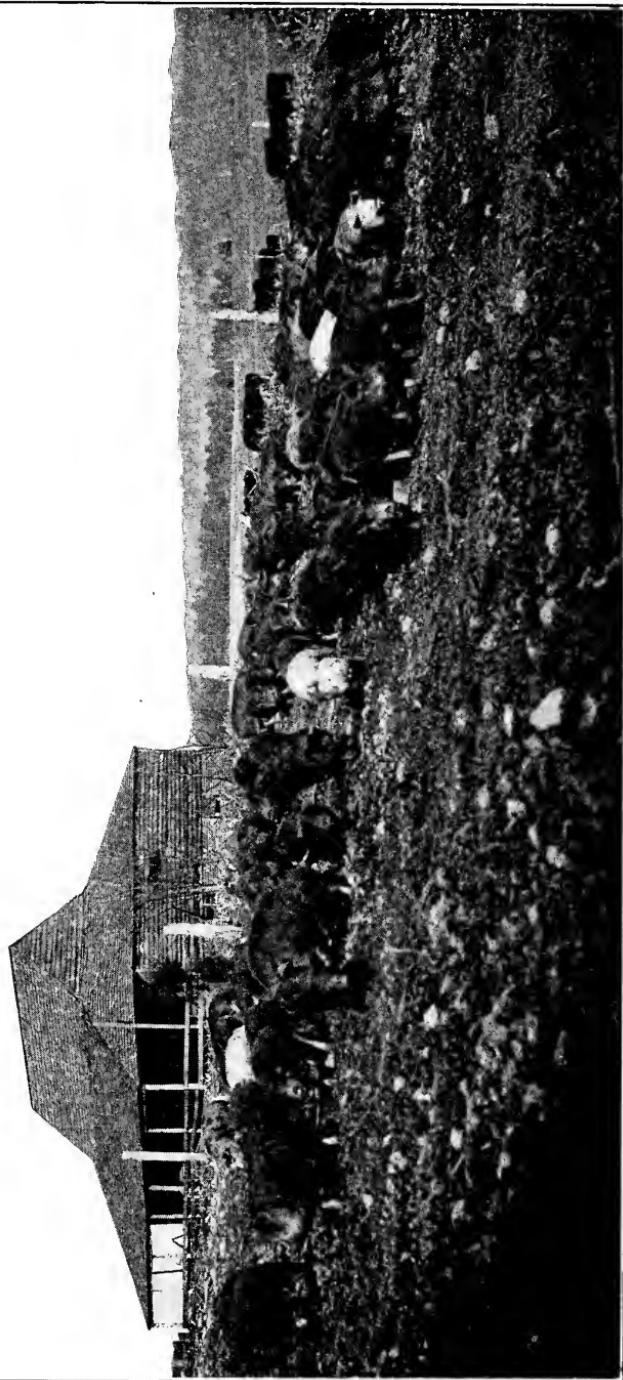
BUCHANAN—Named in honor of President Buchanan, this county was formed in 1858 from Russell and Tazewell. Located in Southwest Virginia it is one of the extreme border counties of the State, 250 miles southwest of Richmond. The county contains 567 square miles, according to the most recent maps of the Federal and State geological surveys. The population in 1910 was 12,334, all white.

The surface of the entire county is rugged and has many of the features of mountains. Flat lands even a few acres in extent are rare, and valley slopes, though not precipitous, are very steep. The maximum relief of the county is 2,890 feet. The principal occupation of the people is farming and lumbering. Farm products are corn, wheat, rye, oats, potatoes, buckwheat, hay and sorghum. Fruits of all kinds do well, especially grapes, but they are only grown for home consumption. Stock raising and dairying are sources of some revenue.

Except for clearings, the aggregate area of which is comparatively small, the whole region is covered with dense forests filled with undergrowth. These forests have been a very important source of revenue and still contain many large and valuable trees, the most valuable of which are oak, poplar, ash and walnut. There are lumber mills at Hurley, Blackey, Kelsa and Whitewood, and they are centers for the lumbering industry. Logs cut in the southern part of the Russell Fork basin are hauled across Sandy Ridge to a large mill at Honaker.

The potential value of the coal resources of this region is great. The county lies on the southeast border of the central part of the great Appalachian coal field and contains about 12,000,000,000 tons of high-grade, coking, bituminous coal in beds of minable thickness, but practically no Buchanan county coal has ever been mined for other than local consumption. The explanation lies in the lack of transportation facilities, a lack which could be remedied without great difficulty. Great quantities of coal are mined annually from adjacent territory, and activities will soon overcome physical difficulties in Buchanan.

The large variety of crops grown in Virginia enables the farmer to produce the cheapest pork possible.



All the drainage of the county is tributary to Big Sandy river through its three main branches—Russell Fork, Levisa Fork and Tug Fork. None of the streams has a very large flow. Even row boats have trouble in navigating Levisa and Tug Forks, the largest streams, for any considerable distance. There are only three wagon bridges in the county, but there are many fairly easy fords on every stream. The rainfall is greater than in most parts of the United States, but the sandy soil, dense growth of trees and brush and high stream gradients prevent floods.

The only railroads in the county are used primarily in the lumbering industry, though they also carry general freight. One logging railroad connects Honaker, on the Clinch Valley Division of the Norfolk and Western, with the upper part of the Russell Fork basin. Another runs from Doran, on the same division, to Whitewood and points farther down. A third connects Devon, on the main line of the Norfolk and Western, with points on Knox and Slate creeks, operating a regular freight and passenger service between Devon and Matney. None of these roads could now carry the traffic that would be the result of large coal mining operations, but all could be converted into coal carriers by constructing tunnels under the divides, by otherwise decreasing the worst grades, and by improving road beds. It would not entail prohibitive expense to connect any part of the region with trunk lines now operating in all adjoining counties.

Wagon roads are rocky and very steep in places, and most of them are in the valleys. Most travel is on horseback; bridle paths are plentiful. Automobiles have been introduced recently on the main roads.

Mineral waters are found to some extent in this county, the most important of which are the Healing Springs. Educational advantages consists of the usual free schools. As to churches, mail facilities, financial condition, progress and improvements, the condition of this county is favorable. The climate, owing to elevation, is moist and cool. The weather station at Free-ling reports the average temperature 52.4 degrees; rainfall 60.1.

Grundy, the county seat, situated near the center of the county, on a narrow gauge road connecting with the Norfolk and Western at Devon, West Virginia, has a population of 250 people, several churches, mills, factories and schools.

This county may accurately be styled "undeveloped." The entire surface is underlain with valuable coal deposits. The total stand of merchantable timber is estimated to be 600 million board feet. With protection from fires and conservative cutting, the lumber industry can be made a permanent business. Sufficient crops may be grown in the small clearings for local needs. There are splendid opportunities for wood-using industries, none being in operation at present.

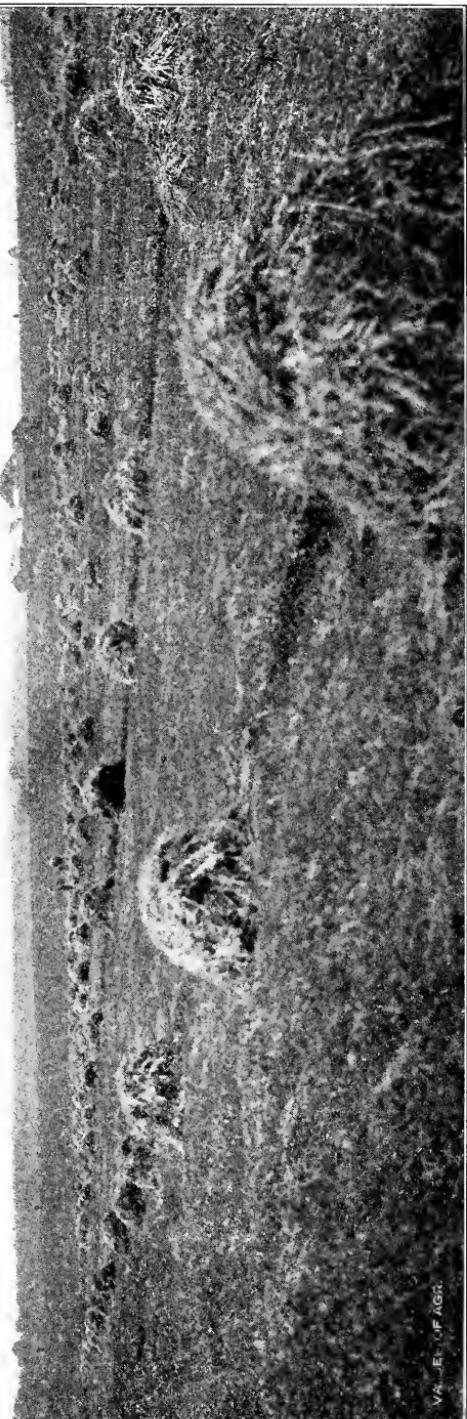
BUCKINGHAM—This county is located in the central part of the State, on the south side of the James river, about half way between Richmond and Lynchburg, and distant from each about fifty miles. It is thirty-five miles long and twenty-four miles wide, containing an area of 552 square miles. The altitude is 550 feet. The county was originally a portion of Albemarle, from which it was detached and formed into a county in 1761. The population is 15,204, showing a slight increase over 1910 census.

The surface is generally level, with a large acreage of bottom land on the rivers, but rolling and hilly in some parts. The soil is a gray and black loam, with red clay subsoil, which produces abundantly when brought to a high state of fertility. There is a strip of black land from four to six miles wide extending across the western portion of the county, which, under the old regime before the war, was in a high state of improvement and was considered the garden spot of Buckingham.

The leading farm products are tobacco, wheat and corn. Oats, hay, rye and buckwheat are also grown. This county produces large quantities of tobacco—the dark, shipping variety—which is in good demand for English, American and Italian markets. Wheat in the clay lands produces abundantly, yielding as much as thirty bushels to the acre, the average yield being from ten to fifteen bushels per acre. Fruits and vegetables are in abund-

Crimsen clover, the great soil improver

V.R.—E. OF AGRI



ance—apples, peaches, pears, plums, grapes, strawberries, melons, potatoes, garden vegetables, etc.

There are excellent opportunities for stock raising; grazing facilities are good. There has been some increase in dairying, and cattle and sheep do well.

The timber lands include the usual varieties for this section—oak, poplar, walnut, pine, hickory, chestnut, maple, etc., a large quantity of which is sawed and marketed.

This county is rich in minerals—copper, iron, gold, silver, slate, barytes, mica, limestone, soapstone, and asbestos. Her slate industry has no equal in America.

Buckingham has developed considerably in road improvement. Rail transportation is furnished by the James River Division of the Chesapeake and Ohio Railway on the north and a branch of the Chesapeake and Ohio extending from New Canton on this division to the center of the county.

Dillwyn is a thriving town of 500 people, with a large lumber industry. Arvonia is a growing town, employing a large number of men in the slate mines operated near that place with a rapidly increasing output. Buckingham Courthouse, a thriving village, is the county seat.

Buckingham county has exhibited general improvement in home and farming conditions during the past five years. There is a live farmers' organization in the county with some four hundred members. It is among the best organized counties in the State. A wide-awake county paper largely devoted to the promotion of agriculture is published at Dillwyn. Schools and churches are well distributed over the county and are yearly developing in efficiency. The county is served by two banks, located at Dillwyn and Arvonia, with total resources of \$223,198.61. Buckingham is entitled to rank among Virginia's rapidly developing counties.

CAMPBELL—This county, formed in 1781 from Bedford, and named for General William Campbell, a Revolutionary officer, is situated in the south central part of the State, five hours ride from Washington, six from Baltimore, and distant from Richmond, by rail, 140 miles.

It is nearly a square, being twenty-five miles each way, and contains 554 square miles. The population shows an increase over 1910 census and is estimated at 24,000.

The surface is rolling and hilly; the soil, red clay in the northern part, sandy in the southern, and very fertile, with fine facilities for natural drainage into the James, Staunton, Otter, and Big and Little Falling rivers. While a great variety of crops are found, the leading farm products are corn, wheat and tobacco, the improved lands producing from fifteen to thirty bushels of wheat and from fifty to seventy-five bushels of corn per acre. The annual production of tobacco is large and of excellent quality, the raising of bright tobacco having developed greatly in the last few years. The grasses, such as red clover, orchard and timothy, grow well, and with proper management produce abundant crops of hay. Conditions for stock raising are most favorable and this industry as well as dairying should become very profitable. The climate and soil especially favor sheep husbandry.

The county is especially adapted to fruit of various kinds—apples, peaches, pears, plums, cherries, berries, melons, grapes. Peaches are noted for their flavor, size and quality. Vegetables and dairy products are a considerable source of revenue with the favorable circumstances of a nearby market and excellent transportation to those more distant.

Pine, oak and poplar are conspicuous among forest products. A considerable amount of chestnut wood and tan bark is marketed. Iron ore, manganese, barytes are the most important and valuable minerals; the last two being developed to some extent.

The county is well supplied with rail transportation, via four railroads—the Southern, north and south, the Norfolk and Western and Chesapeake and Ohio, east and west, and the Lynchburg and Durham, south, all lines having connection at Lynchburg, on the northern border, and combining to give the county and city superior market facilities in every direction.

Bituminous macadam construction has been adopted as the ruling form of road.

Rustburg, the county seat, situated near the center of the county, has a population of 350. Other towns are Concord, population 300; Brookneal, 1,000; Altavista, 1,200; Evington, 200; Gladys, 200, and Leesville, 100. Recent industrial developments are a large cotton mill, cedar chest factory, planing mill and iron foundry at Altavista, and iron furnace at Reusens, canning factories at Rustburg and Gladys, and a large tobacco market and planing mill at Brookneal.

The county is amply supplied with well-equipped graded and high schools, and within a few hours' ride of any point in the county are located some of the most famous educational institutions in the South. Churches of all denominations are accessible. Farmers' organizations represent a progressive spirit and scientific agriculture is reflected in the general condition of the farms. Soil, climate and location recommend this county to the homeseeker and investor.

CAROLINE—This county, located in the northeastern part of the State, eighteen miles north of Richmond, was formed in 1727 from King and Queen, Essex, and King William. It is about twenty-eight miles long and twenty miles wide, and contains an area of 562 square miles. The population, according to 1910 census, was 16,596.

The surface is rolling; the soil is light, easily cultivated, and readily improved. There is a large amount of bottom land on the numerous rivers and creeks which is very productive.

The farm products in which the county leads are wheat, corn and tobacco. Other crops are oats, rye, potatoes, hay, and field peas produced in great abundance, both as a fertilizer and forage crop. The most profitable crop from a monetary standpoint is tobacco, which is produced in large quantity. The growing of fine manufacturing tobacco is a specialty, and in this respect Caroline is not surpassed by any other county in the State. Dairy products, garden vegetables and fruit are important industries with the advantage of convenient markets afforded by Richmond, Washington and Baltimore. Conditions are favorable for stock raising, which industry is assuming some proportions.

The principal forest products are pine, oak and poplar, with many other varieties also represented. There is extensive saw-milling, and excelsior for packing is extensively manufactured.

Transportation facilities are afforded by the Richmond, Fredericksburg and Potomac Railroad with frequent and quick service to Richmond and Washington and connecting points. The rural roads are generally greatly improved. A considerable portion of the county is well supplied with gravel and soil suitable for road surfacing. A large mileage of gravel and sand-clay roads has been authorized and is under construction.

Educational advantages afforded by this county are good in both public and private schools. There are three high schools and a large number of small graded schools. Churches are abundant.

Bowling Green, the county seat, is located near the center of the county, three miles from Milford, the nearby station on the Richmond, Fredericksburg and Potomac Railroad, from which point it has daily communication. This is a flourishing town of 800 inhabitants, several churches, good public schools, a female seminary, a tobacco warehouse, wagon factory, general stores, and a bank, with total resources of \$278,500.00.

Other towns are Port Royal, with 200 inhabitants; Ruther Glen, a busy railroad village, and Milford, with a State bank, total resources of which are \$109,759.41.

Recent reports from this county contain mention of marked improvement in cultural methods and general up-keep of the farms. A progressive agricultural spirit is manifested in farmers' organizations, several Farmers' Union Clubs being active. This is one of the best watered counties in the State. The climate is excellent and very healthful, as the result of its

numerous fine springs of pure, soft, drinking water. There is an excellent telephone system throughout the county. These facts with an accessible location insure Caroline a future of progress and prosperity.

CARROLL.—This county was formed in 1842 from the eastern part of Grayson, and was named in honor of Charles Carroll of Carrollton. It is situated on the southern border of the State, 183 miles southwest from Richmond, touching the North Carolina line. Its area is 445 square miles, and population, 1910 census, 21,116.

The surface is broken and mountainous with fertile and productive valleys, the largest area of desirable lands lying in the southern half of the county. It is bordered by the Alleghany and Blue Ridge mountains, and these mountain ranges are especially adapted to the pasturage of stock, large numbers of which are raised; cattle raising, especially, being one of the leading industries of the county.

The lands readily produce wheat, corn, oats, rye, buckwheat, potatoes, and the grasses. Some tobacco is also grown, but the county is especially

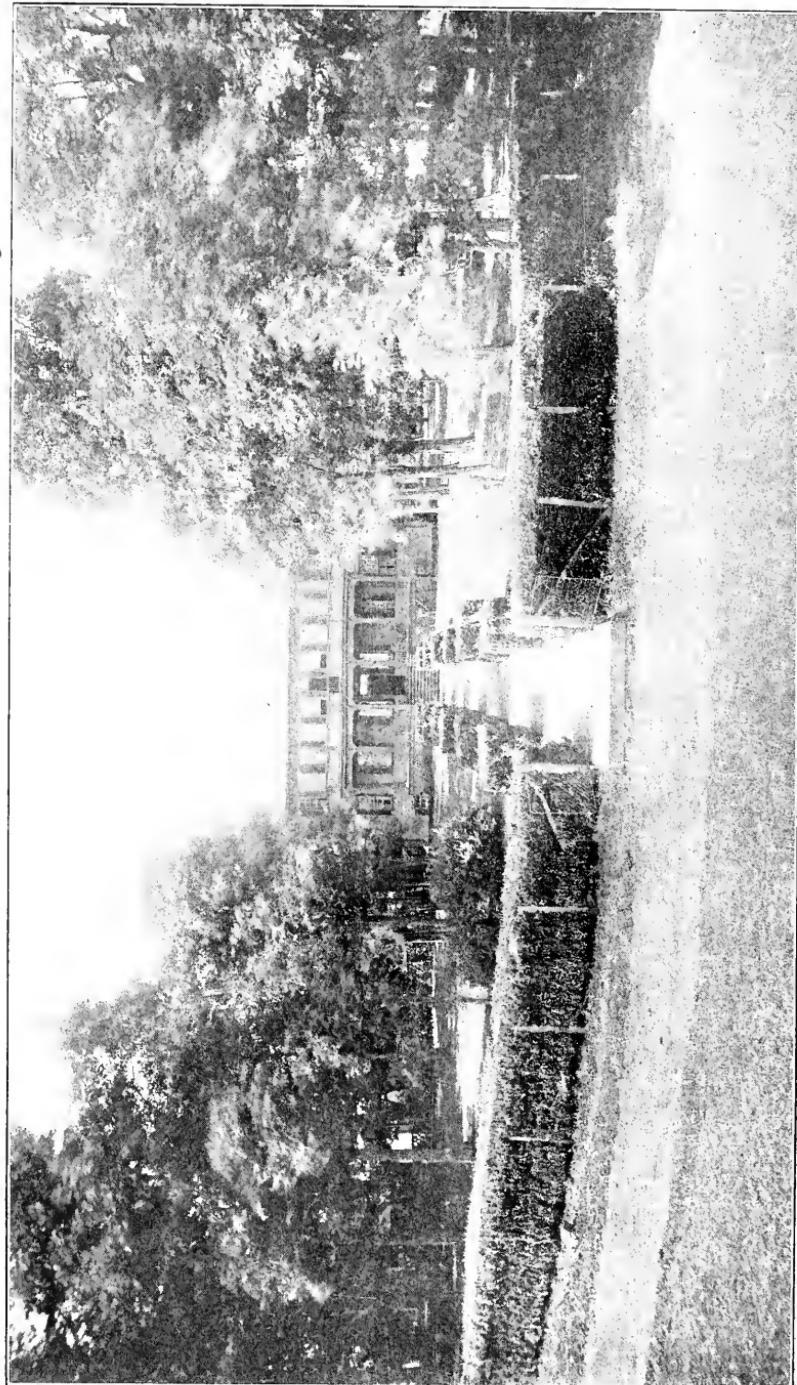


Beardless barley

noted for the production of rye and buckwheat, ranking among the first of the counties of the State for the production of these grains. Fruits are grown to great perfection, especially apples and grapes. Portions of the county are noted for the growth of the cranberry.

This county is rich in minerals, the principal of which are copper and iron, the latter being extensively mined. Mica and asbestos are also known to exist, but are not developed. The timber wealth of the county is very extensive, with good bodies of white pine in the northwestern section. The most important and valuable species of timber are oak, pine, ash, cherry, walnut, poplar and chestnut, of which a large amount is manufactured into lumber for export. Saw mills are numerous in every district.

Branches of the Norfolk and Western Railway reach this county in the northern and northwestern parts. Rural road construction is under survey. State aid fund was used last year in the construction of bridges.



A fine old Virginia home

Hillsville, the county seat, with a population of 600, is situated near the center of the county, in the basin of the Blue Ridge mountains on Little Reed Island creek, a tributary of New river. This town is about ten miles south of Betty Baker depot, which is its nearest point on the Little Reed Island branch of the Norfolk and Western Railway. It contains besides the courthouse, churches, hotels, stores, schools, two banks, newspapers, shops, foundry, etc. Considerable business activity prevails here, the volume of trade increasing annually with that section of busy mining operations connected by railroad.

This county is yearly reflecting a greater improvement in agricultural, industrial and educational interests. Vocational agriculture is taught in the Woodlawn High School. A county farm demonstrator is active in promoting improved, modern methods in agriculture. Carroll has a future that will bring to the front her vast wealth of natural resources.

CHARLES CITY—This county constituted one of the original shires into which the State was divided in 1634. It is located in the east central part of the State, twelve miles southeast of Richmond, on the peninsula formed by the James and the Chickahominy rivers. It is thirty miles long with a mean width of about eight miles, having an area of 183 square miles. The population is 5,400.

The surface of the county is mostly level, or gently undulating. The soil is varied—alluvium and gray loam predominating—and is for the most part productive, especially on the rivers, where the quality is superior.

These river lands constitute a large proportion of the area of the county, and upon them are found many fine old Colonial estates, famous in song and story.

The leading farm products are corn, hay and wheat. Oats, potatoes and peanuts are also profitable crops. The yields of cereals are above the average for the State. Fruits and vegetables, to which the soil and climate are especially adapted, succeed admirably. Poultry and dairying are also profitable and increasing industries. The fine river lands are especially adapted to the trucking business, greatly facilitated by market advantages. Stock raising is particularly favored by a soil adapted to native grasses, affording excellent, well-watered pasturage.

The fish industry is a very important and profitable one, all the streams abounding in fish of the most valuable species, such as herring, sturgeon, etc.

The timber industry is active in a large lumber, cord wood and railroad tie output, the second growth of pine, oak and hickory rapidly replacing it. Marl of superior quality and in large quantity is found.

Railroad transportation is afforded by the Chesapeake and Ohio, traversing the upper portion of the county for eighteen or twenty miles. The rural roads are fairly good, about twenty-five per cent. having been improved. Considerable water power is afforded by the James and Chickahominy rivers. The transportation advantages afforded by these rivers are of great profit and convenience, especially the James river, upon which there are daily boats from Richmond and tri-weekly from Petersburg to Norfolk.

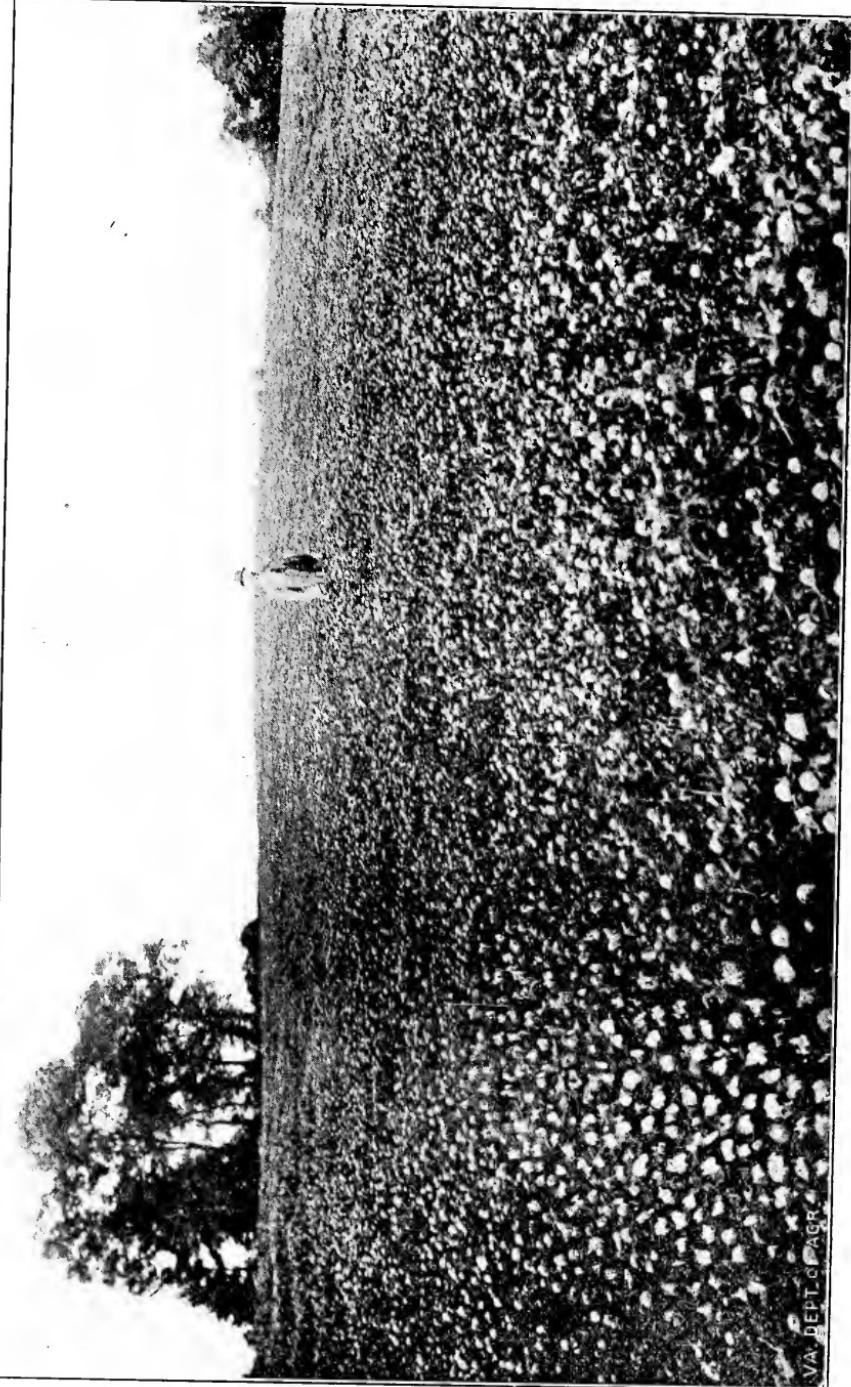
Churches and public schools are numerous, the latter showing marked improvement. The climate is much modified by the surrounding water, and health conditions compare favorably with other sections.

Charles City Courthouse is the county seat, located near the center of the county.

A hospitable people, healthful climate, good soil, fishing and hunting unexcelled, invite the homeseeker to this county.

CHARLOTTE—Located in central southern Virginia, sixty-six miles southwest of Richmond, is the county of Charlotte, formed from Lunenburg county in 1764. It contains an area of 479 square miles and has a population of 17,310. This county has the distinction of having been the home of two of Virginia's most distinguished sons, Patrick Henry and John Randolph.

The surface is generally rolling. The soil varies from loam to clay and



V.A. DEPT. OF AGR.

120-acre red clover field in bloom

is capable of high improvement, the bottom and valley lands being very productive. The county is well watered by the Staunton river and smaller streams. The leading farm products are tobacco, corn, wheat, hay and oats. Charlotte is especially the home of the fine, high-priced shipping tobacco, being justly considered one of the finest tobacco growing counties in the State. Vegetables and fruits of all kinds are grown in abundance. The lands are well adapted to stock raising, and this is an important industry, as well as dairying, which has increased sixty per cent. in the last few years.

Timber abounds in large quantities. The manufacture of lumber is one of the profitable industries of the county. The saw mills are cutting oak, pine, poplar and hickory.

The minerals found are iron, copper, mica, kaolin, soapstone, etc., the most important of which is iron, which has been found in veins eight to sixteen feet in width; but, as yet, the mineral wealth of the county is comparatively undeveloped, with the exception of copper, which is being mined now. Lithia, sulphur, calcium and magnesia mineral water is found.

Railroad facilities are excellent; the Norfolk and Western on the north, the Lynchburg and Durham on the west, the Southern through the center, a branch line from Keysville into North Carolina, and the Virginian through the center. The Staunton river is navigable by bateaux and small steamers. Charlotte contains a very good supply of gravel and gray soil suitable for road purposes. There are 150 miles of sand-clay, five miles of macadam and sixty miles of improved roads.

Educational advantages are good. There are a School and Civic League, ten rural high schools, an agricultural high school, and twenty-five churches, including all denominations. Farmers' organizations are active, and there is a County Experiment Farm.

Keysville is the leading town in Charlotte, situated midway between Richmond and Danville on that division of the Southern Railway, and is the northern terminus of the Durham Branch of the Southern Railway. The population of the town is 1,000. The town boasts of four churches, one bank, ten stores, two tobacco warehouses, two hotels, an electric power and ice plant, and a good high school. It is located in the midst of a good farming and timber section, especially noted for its fine grade of bright and shipping tobacco.

Drakes Branch is another town of importance with a good tobacco market. Charlotte Courthouse, the county seat, represents a community of traditional culture and refinement. It was here Patrick Henry made his last speech, in March, 1799.

This county, within the last five years, has shown marked improvement in agricultural development, organization of agricultural clubs, the use of improved machinery, increased interest in rural community activities—schools and roads. To those interested in dairying, live stock production and general farming, Charlotte offers exceptional advantages.

CHESTERFIELD—Established in 1748, from that part of Henrico which was then on the south of James river, Chesterfield is a long and narrow peninsula between the James and Appomattox rivers. It is twenty-eight miles long and eighteen miles wide, and is nearly divided into three parts, one between James river and Falling creek, the next between Falling and Swift creeks, and the last between Swift creek and Appomattox river, extending to Richmond on the north, to Petersburg on the south, with an area of 484 square miles, and a population of 20,000.

The surface and soil are varied, and mostly tillable. The river and creek bottoms are level, alluvial, fertile and under cultivation, the most valuable lands lying on James river. The uplands are rolling, of a gray and sandy nature, and clay subsoil.

Farm products in which the county leads are trucks, small fruits, peanuts, tobacco, corn and hay. Hay is grown in large quantity on the bottom lands, and tobacco is raised with great success on the uplands. Much attention is given to the production of dairy products, small fruits and vegetables,

accessible markets—Richmond and Petersburg—insuring remunerative returns. Chesterfield at former Virginia expositions has received the first premium for county agricultural products, and the second for timber, wood and mineral. The Bellwood Farm, of national fame, is a striking illustration of the productiveness of Chesterfield soils under the proper management. At the Panama-Pacific International Exposition products of this farm received gold medals and other awards of excellence.

The "100 Farm Product Exhibit" of this farm, now displayed in the Museum of the State Agricultural Department in Richmond, is an illustration also of the versatile productiveness of Chesterfield soils.

The total area of woodlands is given as 53.1 per cent. of the area of the county. This, however, does not include fields restocking with pine, and cut-over lands. As a result of lumbering there are now two types of forest, the pine and hardwoods, pine predominating at the present time, the total stand of timber in the county being estimated at 120,000,000 feet of pine and 10,000,000 feet of hardwoods. The timber industry in this county is not now an important one, being conducted entirely by small mills. Rough lumber, staves, box shooks and cord wood are the chief products manufactured.

The principal minerals are coal, ochre, fire-brick clay, venetian red marl, and granite. This county is celebrated for its mines of coal, which have been worked for a long period; the most important of which are Midlothian, Clover Hill, Black Heath, and Winterpock. The coal fields run entirely across the county, with an average width of six or eight miles, and geologists have expressed the opinion that the supply of coal is practically inexhaustible. There are thought to be thousands of acres of undeveloped coal lands in this county.

The county is well drained by the James river on the north and east and the Appomattox river on the south, together with the small tributaries of these rivers. There are only occasional small areas of swamp land, more frequent in the eastern part of the county.

Transportation facilities are good. In the eastern part of the county two railroads, the Seaboard Air Line and the Atlantic Coast Line, and one electric railway, traverse the county from north to south, connecting Richmond and Petersburg. The James river also affords transportation for this part of the county, by means of boats running between Richmond and Norfolk. The northern part of the county is crossed by the Richmond and Danville Division of the Southern Railway. On the whole, the main public roads of the county are good. The mileage of improved roads is very large. Two turnpikes penetrate the county, the Buckingham turnpike and the Richmond and Petersburg turnpike. Local gravel is used for surfacing the roads.

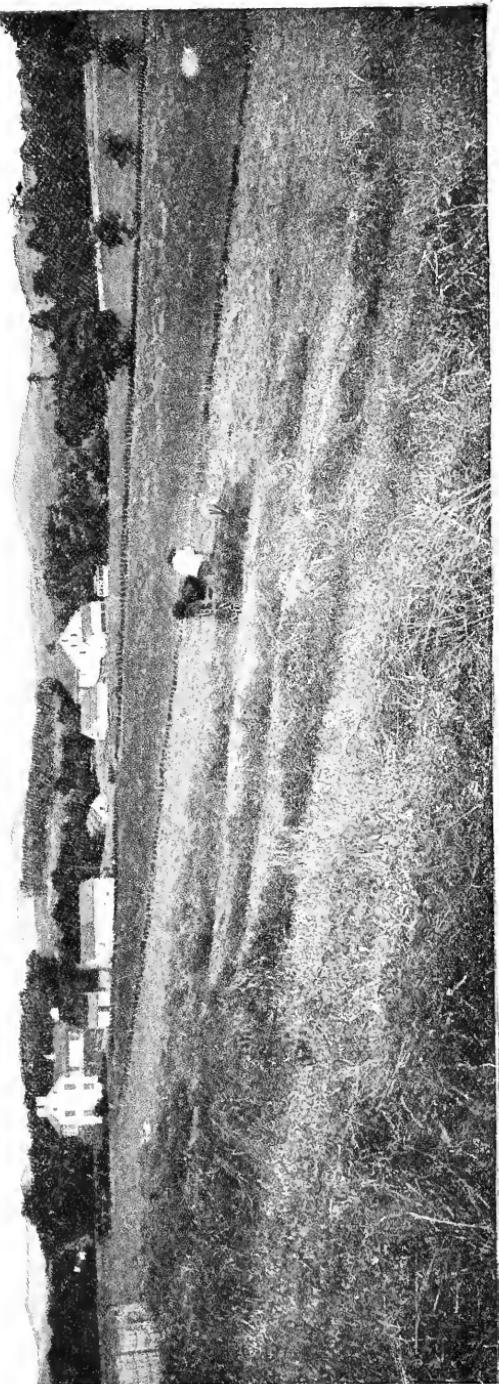
The public school system of the county is in a flourishing condition. No section of the county is without adequate school advantages. Churches are numerous and well distributed.

Chester, located on the Atlantic Coast Line Railroad, is a thriving town, with a State bank whose total resources are \$148,161.00, a canning factory, a thrifty lumber business, and a high school with a department of vocational agriculture. Midlothian, on the Southern Railway, has an important lumber business and a large commercial nursery nearby. Bon Air, also on the Southern Railway, is a popular summer resort for many of Richmond's best citizens. Chesterfield Courthouse is the county seat.

There are many points of historic interest in this county. One of its ancient landmarks is Salisbury, the former residence of Patrick Henry; another, Matoaca, the scene of John Randolph's early years; and still another, Warwick, which prior to the Revolution was larger than Richmond, and one of the principal shipping points on James river.

The general condition of Chesterfield farms exhibits progress and improvement as result of modern practices in improving the soil and cultivating crops. Farmers' organizations are strong. Community canning and syrup making are recent industrial developments. The favorable conditions for dairying are recognized by the progressive farmer and this industry is a profitable source of revenue as well as farm improvement. A salubrious clim-

A Virginia Hay Harvest.
No State in America is better adapted to growing grass and fine hay. This important industry is increasing every year.



ate, responsive soil, and favorable location in respect to markets and other advantages afforded by the cities of Petersburg and Richmond, offer especial inducements to prospective settlers in this county.

CLARKE—This county was formed in 1836 from Frederick, and named in honor of General Rogers Clarke, who distinguished himself in the Indian and Revolutionary wars. It lies in the center of the Shenandoah valley, in almost the extreme northern part of the State, 106 miles northwest of Richmond, bordering on the Maryland line. It is rather below the average in size, being about seventeen miles long and ten miles wide, with an area of 189 square miles. The present population is estimated 8,215.

The surface of the central portion of the county and west of the Shenandoah river is undulating, the soil limestone, and unsurpassed for fertility and productiveness. The land east of the Shenandoah river is mountainous. Portions of this mountain section produce excellent bluegrass when cleared, affording fine pasturage for sheep and cattle. Farm products are corn, wheat, oats, rye, potatoes, hay, etc. Special attention is given to the wheat, corn and hay crop, the lands being among the finest in the State for the production of wheat. All fruits of this latitude are grown to great perfection, and large quantities of apples and peaches are annually shipped.

This being a native bluegrass section, the raising of cattle is engaged in very extensively, and this industry is increasing, the cities of Washington, Baltimore and New York affording convenient market for sale.

Forest trees are pine, oak, chestnut, hickory, poplar, cedar and locusts. The manufacture of timber is not at present an important industry. Limestone, for building purposes, exists in large quantities.

The Shenandoah river winds its course along the base of the Blue Ridge, and, with its several tributaries—Chapel, Opequon and Birch creeks—plentifully waters the county.

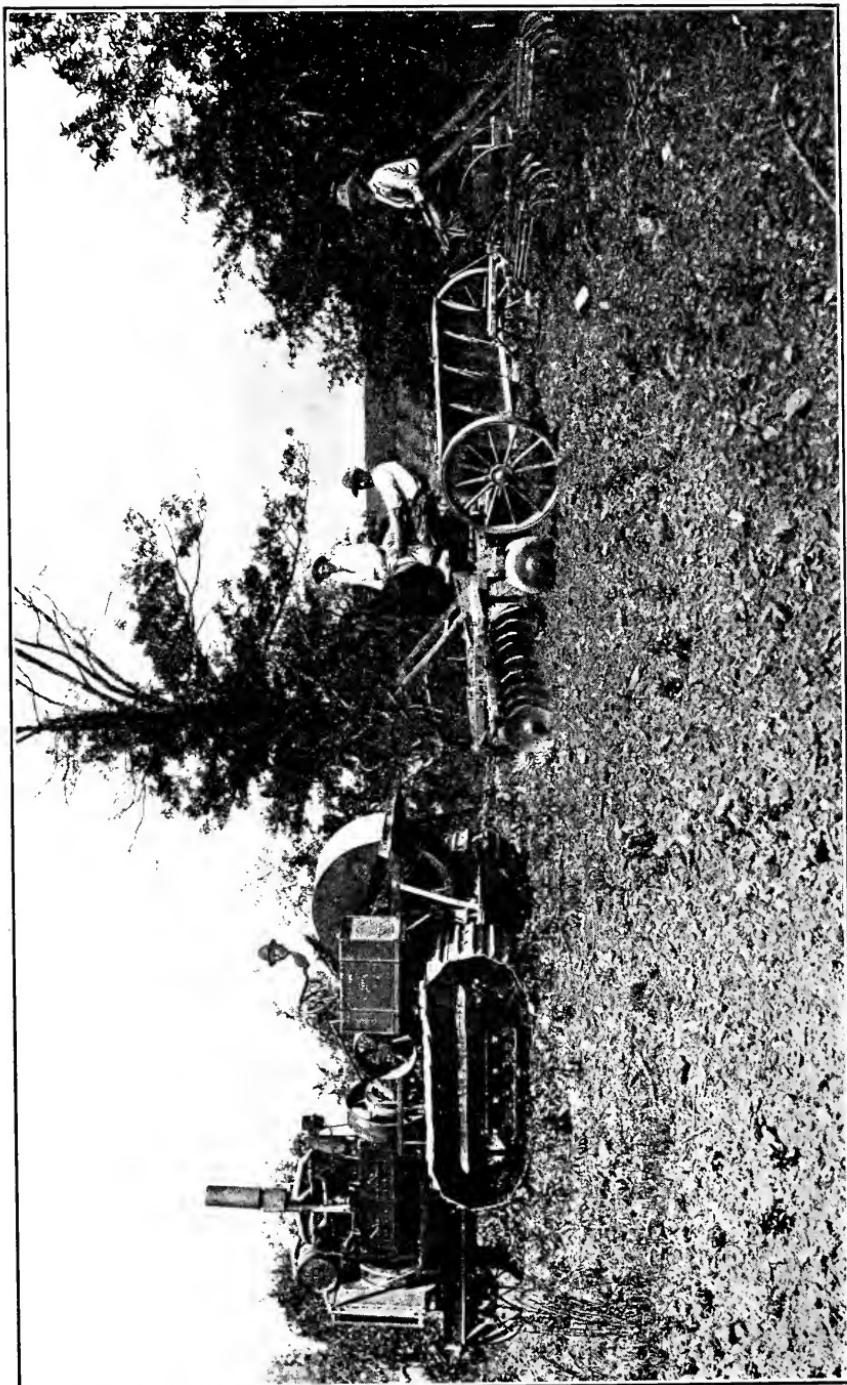
The Shenandoah Valley Branch of the Norfolk and Western Railroad, extending from Hagerstown, Md., to Roanoke, Va., traverses the central part of the county from north to south. The Valley Branch of the Baltimore and Ohio Railroad extends through the northwest part, thus bringing the county into communication with all the different sections of the country. Rural roads are excellent. Educational and church advantages are good.

Berryville, the county seat, is a thriving town of 1,000 people, with two banks. It is located on the Shenandoah Valley Railroad, a little north of the center of the county with elevation of 568 feet. Boyce is an important town of 300 people, a short distance south of Berryville, with a State bank.

It may be truly said that, in proportion to its size, this is one of the richest counties in the State. Everything conspires to make it a highly favored section. Situated at the head of the famous Shenandoah valley, it is noted for its healthful climate, beautiful scenery, productive land, and intelligent, enterprising people. It has fine bluegrass soil, and stock raising is one of its most important industries. Its yield in wheat and corn is not excelled by any other section and equalled by few. With industries exclusively agricultural, Clarke ranks well in the list of wealthy counties of the State.

CRAIG—Craig county was formed from Botetourt in 1850. It is located in Southwest Virginia, 145 miles west of Richmond. It has an area of 256-266 acres, of which amount about 20 per cent. is under cultivation. The population, according to 1910 census, was 4,711, with a normal increase to the present.

Though the smallest of the southwestern counties, it is by no means the least important. The lands are fertile and well kept, varying from light sandy to clay, of limestone formation and peculiarly adapted to the growth of rich grasses. Bluegrass grows spontaneously when the land is cleared. Accordingly we find here a pastoral people, who, for a number of years have made the raising of live stock the principal industry, annually shipping to the eastern markets a large number of fine cattle, sheep and horses, many of the cattle being high grade Shorthorns. The surface is to considerable



Virginia is using more labor-saving machinery each year

extent rugged, but there are fertile valleys challenging comparison with the best sections of the State, notably Sinking creek, with its rich limestone and clay soil, and Potts Valley, with its sandy loam. The staple agricultural products, such as wheat, corn, oats, etc., are successfully grown, and considerable attention is paid to the raising of hogs and poultry, especially turkeys, of which large numbers are annually shipped. All fruits and vegetables common to this latitude are grown with the best results. Fruit growing on a commercial basis is a future industry which may be safely predicted.

The timber of this section is noted for its fine quality. Forests of oak, hickory, ash, poplar, pine, maple, walnut, sycamore, wild cherry and beech abound. There is a large output from the saw mills of timber, and ties and tan bark are being shipped in considerable quantity.

Minerals consist mainly of iron, manganese and slate. Indications of silver have been found, and fine pottery and brick clays are abundant. Craig is situated in the very heart of what is known as the Oriskany Iron Ore Fields of the Appalachian Virginia. The percentage of iron runs very high in these ores, yielding from forty to sixty per cent. of metallic iron, the average being fully fifty per cent. The supply of manganese is inexhaustible and of excellent quality.

The mineral springs of the county have a wide reputation, hundreds of people from all over the country frequent resorts for health and enjoyment. The rugged green-clad hills and lovely valleys make a picture that cannot be surpassed.

Road construction is in progress, although the county presents many difficulties for this work. Splendid bridges of recent construction are marks of progress. Rail transportation is furnished by the Craig Valley Branch of the Chesapeake and Ohio Railway.

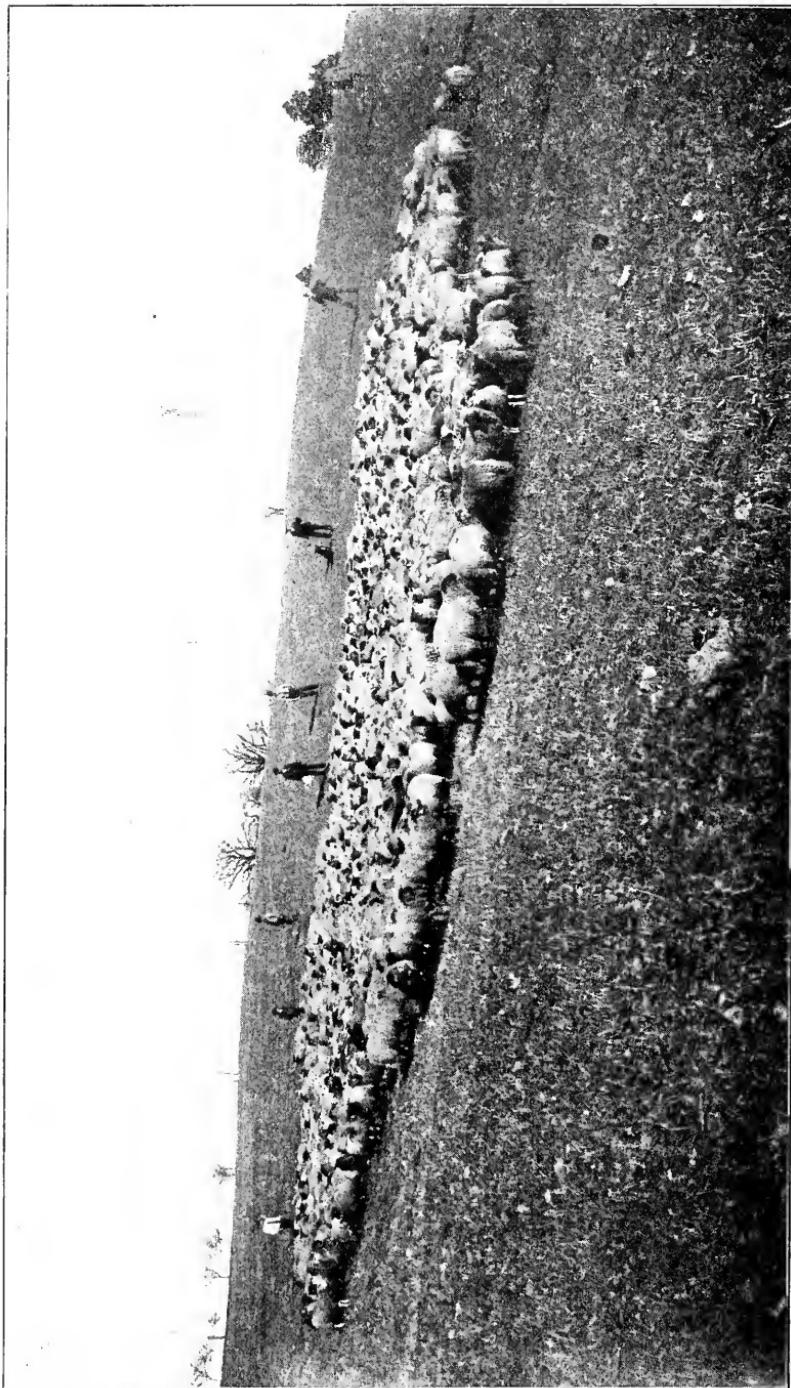
New Castle is the county seat and principal town, situated at the terminal of the Craig Valley Branch of the Chesapeake and Ohio Railway. The population is 800. It has a splendid high school, a number of progressive stores, a bank, with \$30,000 capital stock, hotels, flour mills, a newspaper, and many beautiful homes. The water power in the vicinity of New Castle is immense, affording power for innumerable enterprises adjacent to the town.

The general condition of the farms in this county presents marked improvement. The County Agricultural Agent reports improvement in rural homes, more farm machinery, better preparation of the soil, better seed, and better live stock, as well as good school buildings and splendid churches.

CULPEPER—Named in honor of Lord Culpeper, Governor of the Colony for three years, from 1680, this county was formed from Orange in 1748. It is separated from Fauquier by the Rappahannock river, and is one of the northern counties of the Piedmont region, though not wholly of that region, the lower portion running down into Middle Virginia, 102 miles northwest of Richmond. The area is 399 square miles, population, according to 1910 census, 13,472, with an estimated increase of 10 per cent. to the present.

The surface, less rugged than some of the other Piedmont counties, is generally rolling, but several detached mountains or spurs in portions of the county give it a very picturesque and attractive appearance. The soil is red clay, chocolate, and sometimes sandy, producing fine crops of wheat, rye, corn, oats and hay. The leading crops are wheat, corn and hay. It has the reputation, also, of producing more broom corn than any county in the State. Fruits of all kinds, especially apples, succeed well along the mountain sides.

Much attention is being paid to stock raising, and the breeds of cattle, horses and hogs have been greatly improved. The raising of cattle and hogs has greatly increased in recent years, and the sheep industry will doubtless exceed the normal in a few years under a recently enacted Dog law. Dairying is also an important industry. Many farmers have built silos, and, under improved labor conditions, which are the earnest of the future, this industry bids fair to assume greater importance. Alfalfa is grown with great success.



Sheep are raised extensively in the mountains and valleys of the Western and Piedmont sections and to a less extent in other sections

The leading forest products are oak and pine. Lumber, ties, tan bark and pulpwood are marketed. In some portions of the county sawmilling is an important industry.

The minerals of this county are gold (heavy quartz), copper, iron, mica, marble and fire clay, but they have been but slightly developed. The gold mines have been favorably reported and some have been developed and worked.

The water courses are the Rappahannock, the Rapidan and Hazel rivers and tributaries, affording abundant water for agricultural purposes and fine water power.

The Southern Railway traverses this county from northeast to southwest, furnishing excellent transportation facilities. There is also a good turnpike extending from the county seat, Culpeper, to Sperryville, Rappahannock county. Completion of a portion of road now under construction will give a complete macadam road from the county seat to the Madison county line. The roads in this county are well kept.

Much interest is manifested in an up-to-date school system. There are five high schools in the county and graded schools well distributed, as well as churches accessible to all parts of the county.

Culpeper, the county seat, is an incorporated town, located near the center of the county, with a population of about 2,500. Recent industrial developments there are a silk and pants factory. Vocational agriculture is taught in the high school.

Farm lands in this section have attracted considerable attention and many new settlers have increased the population. In point of health, the United States reports this section second only to Asheville in the whole country. The altitude is 403 feet.

CUMBERLAND—This county, lying on the south side of James river, was formed from Goochland in 1748, and extends to the Appomattox river. It is thirty-eight miles west of Richmond. The county extends in length thirty miles and is about ten miles wide, with an area of 297 square miles. The population is about 10,000.

The surface to a considerable extent is level, with a small acreage undulating. The soil is a gray loam, with red clay subsoil, capable of being made very productive. Lands lie well for farming, and yield well, especially those on the rivers, which are very fertile.

The leading farm products are corn, wheat, oats, tobacco and tomatoes. For years the most important and profitable industry has been tobacco growing, but diversification is being extensively practiced now. The tomato industry is rather new in the county, but there are several progressive canneries now in operation, and many farmers have grown an average of \$200 worth of tomatoes per acre. Fruits and vegetables of the usual varieties are produced in abundance.

Stock raising in Cumberland's march of progress is receiving considerable attention. Many farmers are building up their herds with better beef cattle and better dairy cows. The activities of many are engaged in the dairy business, and in every instance the farm as well as the farmer is improving. Grazing facilities are good. Excellent conditions exist for sheep husbandry, which has been a profitable industry in Cumberland and will doubtless receive a new impetus under a recent better protecting Dog law.

Minerals are found to some extent, the principal of which is coal. Fine mineral springs abound, from which flow lithia, sulphur, chalybeate and magnesia water. The James, Appomattox and Willis rivers afford abundant water power.

The forest products are oaks of different varieties, hickory, pine, walnut, poplar, ash, etc. Many saw mills produce large amounts of lumber, principally pine and oak.

Transportation is furnished by the Norfolk and Western for a few miles near Farmville, and the Chesapeake and Ohio on the northern end of the county, just over the James river, connecting with the county over



V.A. DEPT' OF AGRICULTURE

In 1900 the average yield of corn in Virginia was 16 bushels per acre; for the past three years the average yield has been nearly 29 bushels.

three good bridges across the river. Trucks and autos meet the need of interior transportation. The county has a number of miles of improved sand and clay roads, and will have about twenty-five miles of Federal and State Highway from Sunny Side to Farmville.

The schools invite comparison with many other counties in the State. New two-room graded schools and high schools have been erected within the reach of every child. The Hamilton High School, near Cartersville, has the reputation of being one of the best country high schools in the State. Cumberland also boasts of many churches of the leading denominations.

Cumberland, the county seat, located about the center of the county, is a good tobacco market, with warehouse and stemmeries. The Cumberland Bank, Inc., is located here. Cartersville is also an important town and tobacco market.

Land has increased in value in Cumberland, during the last ten years, 100 per cent., but is yet cheap compared to many sections of the country and the advantages offered. Farmers' organizations are fairly strong in the county and are doing good work for the farmers. Recent reports show an increased acreage under cultivation and a large increase in production as well as quality of crops, due principally to better farming practices, the use of clovers, cowpeas, and other soil-improving crops, and increase in the live stock business. The farm and timber lands of this county offer good investments.

DICKENSON—Named in honor of William J. Dickenson, this county was formed in 1880 from the counties of Wise, Buchanan and Russell. It is situated in the extreme western section of the State, at an altitude of 1,800 feet. The county contains an area of 324 square miles, or 313,597 acres. The estimated population at present is 12,199.

The soil varies in texture, but is principally sandy. The farm products are corn, wheat, rye, oats, millet, tobacco, potatoes, sorghum, and buckwheat, corn, oats, fruits and vegetables leading. Stock and grazing facilities are good, the wild range excellent in some sections. Being in the great grazing region of the southwest, a considerable portion of the county has naturally good grass lands, and great varieties of legumes and cover crops are being grown.

Timber of valuable kind and superior quality is found here in great abundance—oak, hickory, poplar, walnut, elm, ash, maple, wild cherry, pine, hemlock and chestnut. The manufacture of timber is a very important industry in this county. There is an abundance of coal and iron, besides many mineral springs of great medicinal value. The wealth of the county in fine, bituminous, splint and cannel coals is unsurpassed by the same area anywhere.

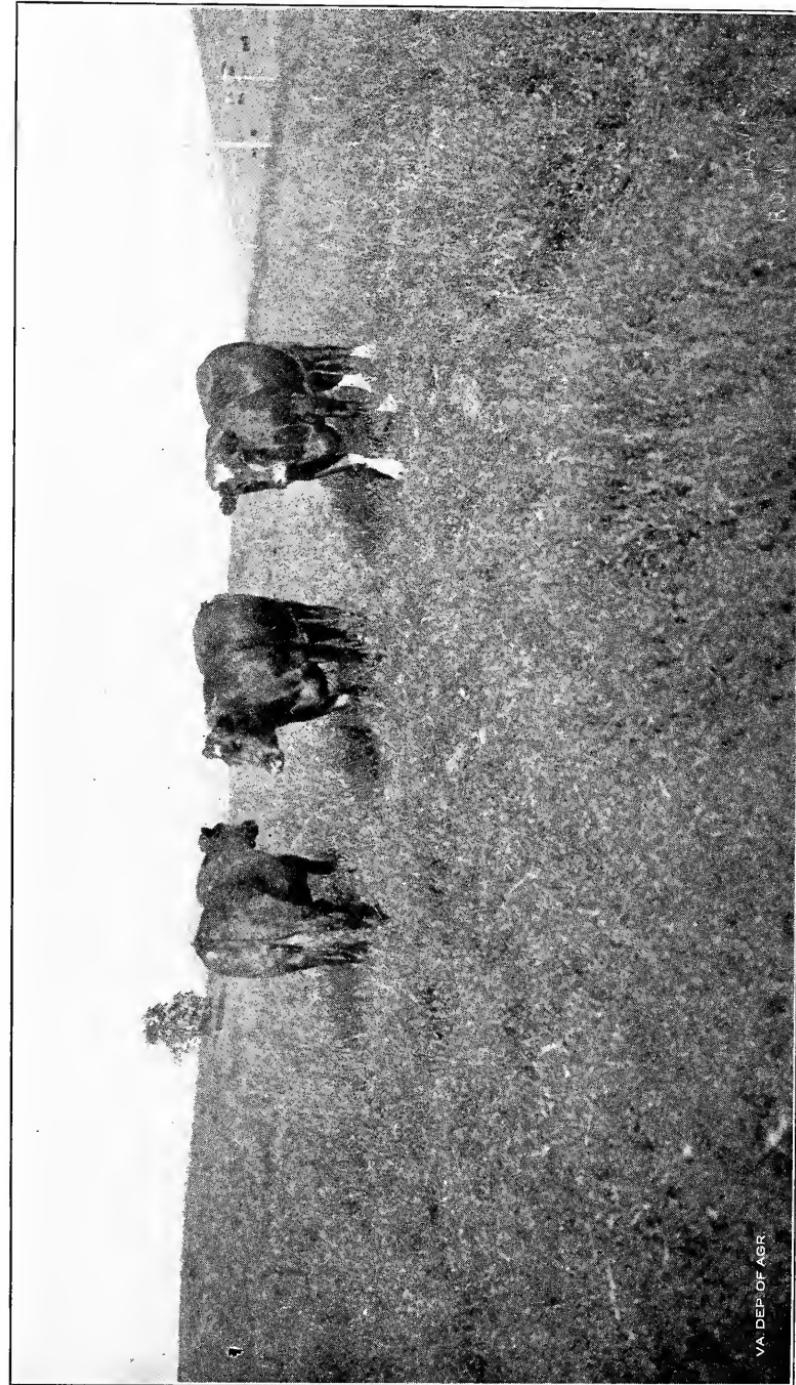
The streams of the county are Pound, Cranes Nest, Russell Fork rivers and McClure's creek, which flows north, through breaks of the Cumberland mountains, into the Ohio. These streams afford splendid water-power, as yet not utilized. In many places on these streams the scenery is very imposing, especially that on Russell Fork river, the deep canyon at the breaks of the Cumberland mountains, in the northern end of the county.

The western section of the county is traversed by the Chesapeake and Ohio Railway. There are about thirty miles of improved roads and considerable road and bridge improvement is under construction.

The county's school system is progressive, nearly all one-room schools having been consolidated into graded schools in modern buildings. Church advantages are fairly good.

Clintwood, the county seat, is located in the western part of the county. The Dickenson County Bank is located here. Coal-mining and lumbering are the chief activities of the towns.

Recent reports from this county are progressive. The people are interested in better farming methods. A greater variety of legumes is being grown, more interest in improved live stock is manifested, more machinery is being used, co-operative buying and selling is practiced, a community fruit



No State or country produces beef of finer finish or better quality than Virginia

VA. DEP. OF AGR.

interest is active in combating disease and insect pests, and silos and better barns are being built each year.

This is one of the best counties in the State for the investor. The resources of the county are yet undeveloped. The climate is healthful and invigorating the average temperature being 52.4 degrees F., and rainfall 60.1.

DINWIDDIE—Named in honor of Robert Dinwiddie, Lieutenant Governor of Virginia from 1752 to 1758, this county was formed from Prince George in 1752. It is situated at the head of tidewater, between the Appomattox and Nottoway rivers, twenty-two miles south of Richmond, and has an area of 521 square miles, one-third of which is cultivated. Farms average 160 acres each. Present population is 17,442, representing an increase of a little over 10 per cent.

The surface of this county is in some parts undulating, but mostly level. The soil is a light gray in the southern and eastern parts, and a red, stiff clay loam in other portions, and is especially fertile on the river courses and in the vicinity of Petersburg.

The leading farm products are tobacco, bright and dark, Spanish peanuts, cotton, grain and trucks. Large quantities of tobacco of superior quality are raised. The samples of bright and dark tobaccos, which were awarded first prizes at the International Exposition in California, 1915, were grown in Dinwiddie county. In the southern part of the county peanuts and cotton grow well. Wheat, corn, rye, oats, grasses, clovers and alfalfa also do well, as well as fruits and berries of all varieties. Trucking is a very profitable industry, especially in the vicinity of Petersburg, where market and shipping facilities are so extensive and convenient.

Conditions for dairying, cattle and hog raising are favorable. The dairy industry is a recent development which is proving quite profitable.

A few miles west of Petersburg are quarries that obtain granite from the crystalline rock floor beneath the sand and gravel. This rock is a medium gray to dark blue-gray stone, very well adapted to building. It has been quarried extensively and used for buildings and monuments. Granite used in the Richmond postoffice was quarried near De Witt in this county.

The leading forest products are pine, oak, poplar and gum, the greater portion of which is second growth. The timber interest has long been a very important one, a ready market being found in the Petersburg wood-using plants and in markets more distant, as well as in local plants manufacturing general lumber, box shooks and headings.

The county is well watered by the Appomattox and Nottoway rivers and numerous smaller streams, upon which are located excellent flour and grist mills.

Railroad transportation is ample, being furnished by the Seaboard Air Line, the Atlantic Coast Line and the Norfolk and Western. The mileage of rural road construction during the past nine years has been very large. Much interest is manifested in road construction in this county and their general condition is good. All sections are well supplied with churches, Methodist, Baptist, Episcopal and Presbyterian. The public schools are in a flourishing condition, with comfortable and well-equipped school buildings. Vocational agriculture is taught in the Dinwiddie High School. Mail facilities are good and the financial condition of the county is very favorable. The county is served by five banks. A farmers organization is active.

Dinwiddie, the county seat, is located near the center of the county on the Seaboard Air Line Railway, twelve miles southwest from Petersburg. It has several churches, stores, a high school, a fraternal order, and a bank. A lumber manufacturing company does a large business at Butterworth, on the Seaboard, which place and community is also served by a bank. And other points being served by banks are Carson,

Splendid field of Virginia timothy hay



on the Atlantic Coast Line, Ford, on the Norfolk and Western, and McKinney, on the Seaboard, a tobacco warehouse being located at the latter point.

The Central State Hospital, for colored patients exclusively, is located in this county, near Petersburg. It is one of the largest hospitals for colored insane in this country.

This county, whose interest is mainly agricultural, has the advantage of a good market within its borders. Petersburg, a city of 28,000 people, is located in the northeast corner of the county, on the south-side of the Appomattox river. The large industries on which the prosperity of this city is builded, in their initial development, were the outcome of her resources in raw materials. Petersburg is in a district which has for many years produced immense quantities of tobacco, peanuts, and lumber. The city's tobacco industries employ 3,000 people. The largest trunk and bag factory in the world is located here. There are eight peanut factories, handling annually more than 3,000,000 bushels. Camp Lee, one of the sixteen cantonments of the National Army, is located about three miles east of Petersburg, and the area around abounds in historic associations from the earliest history of our country.

The general condition of farms in this county is reported good. Farmers' organizations and community spirit are active. A favorable location, good health record, mild climate, responsive soil, and a refined, progressive people are facts to interest the homeseeker in this county.

ELIZABETH CITY—This county was one of the original shires into which Virginia was divided in 1634, and Queen Elizabeth is the derivation of its name. Situated at the southeastern extremity of Virginia's great peninsula, on the Chesapeake Bay and at the mouth of the James river, bordering on the historic Hampton Roads, it is sixty-five miles southeast from Richmond. Its size is nearly a square of seven miles on a side. With the exception of Alexandria, this is the smallest county in the State, having an area of fifty square miles, one-half of which is in cultivation. Population, 23,000.

The surface of the county is level, the soil varying from light sandy to rich alluvial, much of it being highly fertile. Farm products are corn, wheat, oats, hay, potatoes, forage crops, alfalfa and other legumes. Vegetables and fruits do well, especially the small fruits, berries, etc. Poultry raising receives a great deal of attention and finds a very remunerative home market. Trucking is a very important industry; but perhaps the most profitable industry of the county is its fish, crab and oyster business. These abound in inexhaustible quantities, and of the finest quality, in the surrounding waters, and give profitable employment to a large number of inhabitants. Wild fowl—geese, ducks, swans, etc., are also found in large numbers on the streams.

The Chesapeake and Ohio Railroad and different lines of electric railway afford ample facilities for travel and transportation, and the county, being almost surrounded by navigable waters, is in daily communication by steamers with Richmond, Norfolk, Washington, Baltimore, Philadelphia, New York and Boston, affording excellent market advantages for truck, marine products, etc. The electric street railway system operates a freight line also and this covers much of the agricultural section, enabling farmers to make shipments either from or very near their farms.

The interior water supply is furnished by Back and Hampton rivers. The climate is temperate and remarkably healthful. Churches of the various denominations and most excellent schools are well distributed over the county. Telephone and mail facilities are ample, public roads good, and the financial condition of the county excellent.

Hampton, the county seat, is the oldest English-speaking city in America, settled in 1611. It is a seaport town on the Hampton river, which empties into Hampton Roads, the greatest port in the world. This is a modern, up-to-date town of 6,000 people to-day. Hampton, Phoebus, Old Point Comfort and Fortress Monroe are practically one town, no boundary line being visible. It is the headquarters of an immense business in marine products, an enormous trucking business for Northern markets and a liberal banking business of great proportions. 16,500,000 tons of coal were shipped from Hampton Roads in seven months during 1918. Its transportation facilities are exceptionally good, having connection with two steamship lines to Washington, three to Baltimore, one to New York direct, and one by way of Cape Charles (the Eastern Shore) and rail, besides one to Boston. The city is also in ferry connection with Norfolk, connecting with all lines South, while located on the Chesapeake and Ohio Railway connecting it with the West.

Statistics compiled by a prominent physician indicate climatic conditions in the county as the very best. The water supply is abundant. The public school system embraces high school, normal and industrial schools and well supervised graded schools. The city has an excellent municipal government replete in all its departments. Located here is the Hampton Normal and Agricultural Institute for the education and training of negroes and Indians, with an efficient corps of teacher's and professors. It was opened in 1868, and incorporated in 1870, being the first permanent school for negroes in the South. It is aided by both the State and National governments, but is dependent upon voluntary donations for the greater part of its support.

Hampton is one of America's most conspicuous cities from an historical point of view—conspicuous as being next to the oldest city in the United States, and as having a frontage on the greatest harbor known to the world, in which occurred (near-by) the great battle between the Monitor and the Merrimac.

Old Point Comfort is situated at the juncture of the Chesapeake Bay with Hampton Roads and three miles from the town of Hampton, with which it has electric railway connection. It received its name from Captain Christopher Newport, who found it a safe haven during a severe storm, the "Old" being added to distinguish it from the New Point Comfort, a few miles away. This is one of the most fashionable and popular resorts on the Atlantic coast, and is especially attractive for its fine bathing, boating and fishing.

Nearby is Fortress Monroe, commanding the approach to Hampton Roads, at which is stationed the United States school of artillery, the largest artillery garrison in the country. The National Soldiers' Home, for disabled volunteer soldiers, is located near Hampton. It has beautiful grounds and buildings, and expends annually one and a half million dollars, much of which benefits the county.

The newcomers drawn to this county by the war time industries located in this vicinity have become much interested in Elizabeth City county and Hampton, and the probability is that many of them will become permanent citizens and permanent managers of big industries. Already there are movements on foot to convert war time industries into peace time plants.

An interesting past, a progressive present and a future of splendid possibilities invite the homesseeker and investor to this county.

ESSEX—This county was formed from (old) Faopahannock in 1692, the records of the original county remaining in its archives. It is a northeastern county, thirty-five miles below Fredericksburg, on the Rappahannock river. It is about thirty-five miles long and six miles wide, area being 277 square miles. The population of the county, census 1910, was 9,105.

Physical aspects of the county are like those in the Tidewater country generally, the surface principally level, or slightly rolling. The soil is sandy loam, with clay subsoil, very fertile and easily cultivated, and, being smooth, with no stone, all agricultural machinery can be used to advantage. The river lands are very good, and when properly drained are very productive and valuable. On the Dragon Swamp lands, which separate Essex from King and Queen, are fine wheat lands, with a heavy, tenacious soil of great fertility. The lands respond readily to any effort at improvement, and there is no part of the State where farming can be engaged in with better prospects of success.

The leading farm products are corn, wheat, grass and trucks, the latter forming a very important item of agriculture in this county. The extra early English peas grow to great perfection. Potatoes also, and other vegetables, with dairy products, are sources of much revenue. The county is also well adapted to fruit growing, peaches, apples, pears and the smaller fruits. There are some very fine peach orchards in the county—numbering as many as 10,000 or 12,000 trees each, the products from which are shipped in large quantities, bringing the highest prices in northern markets, or disposed of to the several canneries in the county. Clover and other grasses grow well in this county. Interest in the growth of clover and other legumes has greatly improved the general condition of the farms.

Raising and fattening livestock for market—cattle and hogs, especially cattle—is very profitable. On account of the mild winters they are fed with much less expense than in colder sections of the State, numbers of native grown cattle, weighing 1,500 pounds for three-year olds, are sold every year for export, but perhaps the greater portion of the cattle is shipped to the Baltimore market.

The Rappahannock river is well supplied with fish and oysters. About twenty miles of the lower river front of this county is in the famous oyster section, which produces as fine oysters as any section of the State. The shad and herring fisheries are especially valuable, employing many men and vessels.

About fifty per cent. of the county is under cultivation and the balance embraces considerable quantities of timber in oak, pine, elm, ash, poplar and chestnut, pine, oak, gum and poplar predominating. The manufacture of timber is an important industry.

Water transportation is afforded by the Rappahannock river and there are daily steamers to Baltimore. Rural roads are good. There are about fifty miles of improved roads. The citizens of this and adjoining counties are much interested in having connections made between the sections already improved on the main road running lengthwise through the county, on which considerable work has already been done.

There are several farmers' organizations reflecting a progressive and co-ordinate spirit among the farmers. Educational advantages are good. Churches are well located.

Tappahannock, the county seat, population 500, is a port of entry for the district. It is located on the Rappahannock river, in the northeast part of the county. Its water supply is from artesian wells. Commercial industries are a sumac mill, canning factory, foundry and machine shops, with two banks serving the town and surrounding district. Other towns are Loretta and Dunnsville.

Adaptability of the county to many profitable features in farming and its accessibility to a large market by daily steamer transportation present exceptional opportunities.

FAIRFAX—Organized in 1742 from Prince William, this county was named in honor of Lord Fairfax. It lies on the west bank of the Potomac river. The eastern portion of the county is in the immediate vicinity

of the cities of Washington, Georgetown and Alexandria. It is situated in the northeastern portion of the State, seventy-eight miles north of Richmond, and contains an area of 433 square miles, generally in a high state of cultivation. The altitude is 382 feet; population 21,600.

The interior of the county is generally rolling and smooth, nine-tenths of which is arable. A variety of soils exists; in some sections sandy, but generally red clay. The lands throughout the county are productive; in some parts very fertile and capable of a high state of cultivation. Corn, wheat, potatoes and hay are the principal farm crops, fruits, dairy and vegetable products entering largely into the general production.

Fruit culture is an important industry. Apples, peaches, pears, plums, cherries, quinces and grapes are grown in great abundance, and of the latter there are vineyards of over 100 acres.

The dairy business is conducted on an extensive scale and recent developments show a large increase, the daily shipments to Washington and Georgetown amounting to many thousand gallons. Butter and cheese factories are important industries in the county. Poultry raising and market gardening are sources of much revenue, proximity to the above cities insuring a convenient and ready market for all products of farm, dairy and garden.

The fish industry in the Potomac and small streams gives employment and remuneration to a large number of people. The raising of cattle, sheep and hogs engages the attention of many farmers, and is quite profitable.

The manufacture of timber is an important industry, the forest products being pine, poplar, sycamore and gum used for paper pulpwood.

Transportation by railroad, electric line and motor trucks is excellent. The condition of rural roads is good; many are being improved, the work of construction and maintenance being under the direction of a competent engineer. Educational advantages are offered in good public schools, the Episcopal High School, and accessibility to the schools of Washington and Alexandria. The Episcopal Theological School is located in this county.

Fairfax, the county seat, is located in the center of the county, midway between the main line and Washington Bluemont Branch of the Southern Railway, and about six miles from each. It is also the terminus of the W. A. and F. C. electric railway. This is a thriving inland village of 800 people, or more, with streets well graded and paved, several public and private schools, churches, Masonic lodges, a newspaper, industrial operations in the county being represented in paper, pulp cutting, flour and feed mills. The county is served by three banks.

Among this county's many claims to historic interest is Mount Vernon, the beautiful home and burial place of Washington, situated on the banks of the Potomac, eight miles below Alexandria and fifteen miles from Washington city, from which latter place steamers visit Mount Vernon daily. There is also an electric railway connecting this hallowed site with Washington and Alexandria. The grounds are in charge of the Mount Vernon Association, and are visited by thousands of persons from all parts of the world.

A responsive soil, ready market, and a progressive people manifested in community organization invite the homeseker and investor to this county.

FAUQUIER—Organized in 1759 from Prince William county and named in honor of Francis Fauquier, Governor of Virginia from 1758 to 1767, this county lies in the northern part of Virginia, sixty-three miles, air line, from Richmond. Its length is forty-five miles, mean breadth, sixteen miles, and area 676 square miles. Population, 24,800.

This county lies at the upper waters of the Rappahannock river,

which separates it from Culpeper and Rappahannock county on the west, and at the foot of the Blue Ridge mountains on the northwest, separating it from Warren county. Besides the Blue Ridge, there are several other mountain ranges in the county, the principal of which are the Carter's and Bull Run, which form a chain through its central part, north and south.

The surface of this county is gently rolling and in some portions quite hilly, but with considerable level land. About eighty per cent. of the land is under cultivation, and the soil, having been judiciously managed, is generally in a high state of improvement. The soil, in the most part, is very fertile, especially the noted greenstone lands which constitute the richest part of this productive county.

The leading farm products are corn, wheat, rye and orchard grass, corn production being the largest. Oats, hay, legumes, potatoes and vegetables of all kinds grow abundantly. The usual fruits adapted to this latitude, such as apples, peaches, pears, cherries, and the smaller fruits, succeed well and are largely grown; also grapes, especially in the eastern slopes of the Blue Ridge mountains. The productions of the county furnish a large surplus for the markets.

While the most important products of the farms are the cereals and grasses, stock raising and dairying rank as the chief industries. This is essentially a pastoral county, being so thoroughly watered and the soil so well adapted to the growth of all grasses, especially the nutritious bluegrass, which grows spontaneously and is so valuable in the production of fine cattle, for which this county is so famous in the markets of Washington, Baltimore, and the cities farther north, as well as in the export markets of Europe.

The mineral formations of the county are varied, embracing gold, iron, copper, asbestos, marble, slate, sandstone and granite, several of which are mined and quarried. The manufacture of timber is an important industry—piles, pulpwood and some hardwood—the forests yielding oak, hickory, chestnut and poplar. There are a large number of saw mills in operation in the county. Fauquier is abundantly watered by the Rappahannock and Ocoquan rivers and other small streams, which also afford splendid water power for all kinds of manufacturing purposes.

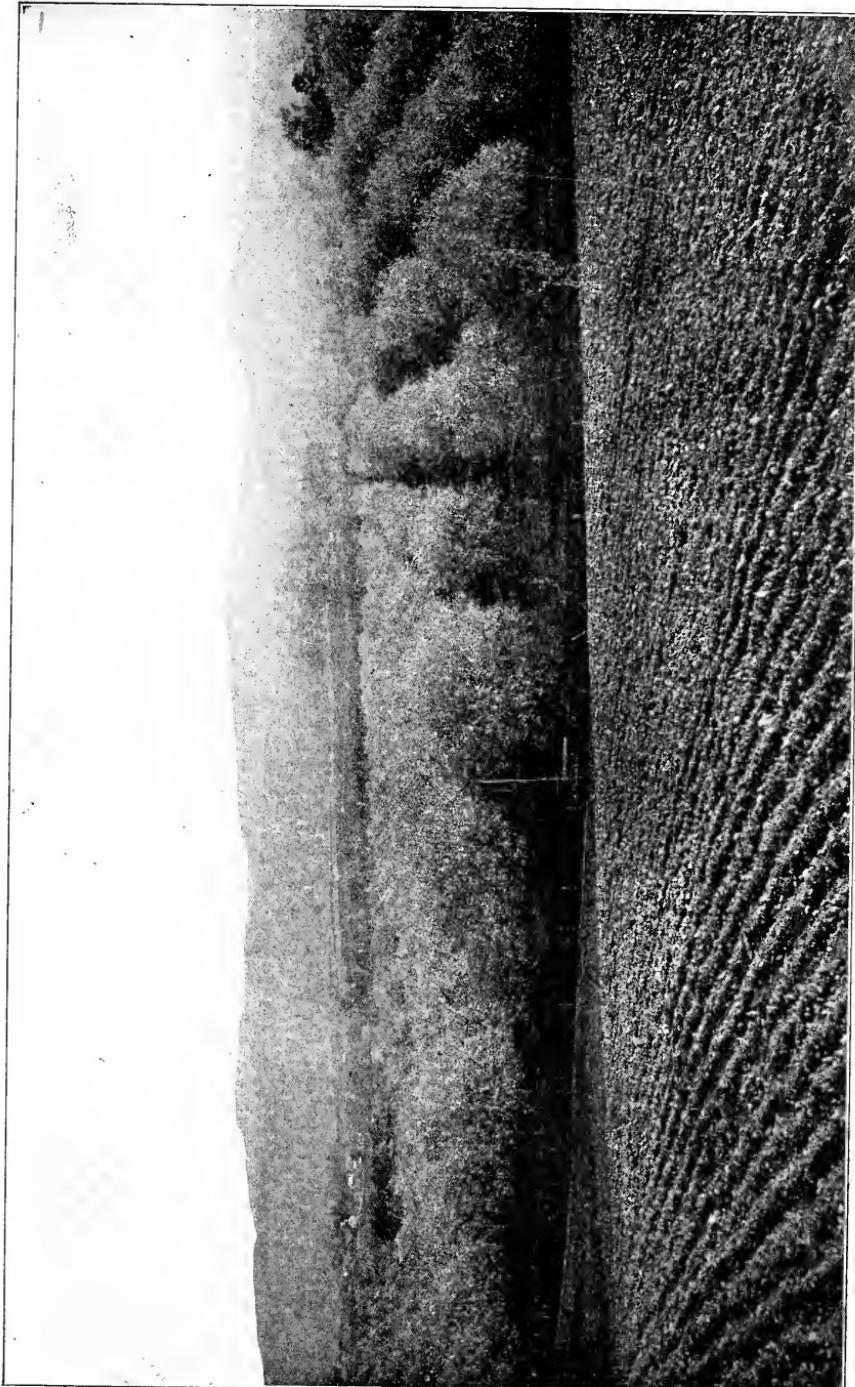
This county is very favorably situated as to markets, with its splendid railroad service, north and south, affording quick, easy and cheap transportation to the nearby cities of Alexandria, Washington and Baltimore. It is served by the Manassas and Warrenton branches of the Southern Railway, and good rural roads, the construction and maintenance of which receive the interest and attention of a progressive people.

The climate is delightful, especially in summer, not objectionably severe in winter, very healthful, and free from all malarious diseases and fevers. The water is freestone and very abundant, never-failing springs and wells on almost every tract. More interest is being manifested in farmers' organizations; the general condition of farms is good; churches of all Protestant denominations are adequate; educational advantages are offered by both private academies and public schools.

Warrenton is the county seat and largest town, located in the center of the county, 365 feet above the sea level. This is a town of beautiful residences, attractive social life, and two National banks serving the interests of a progressive community. Other towns, with population from 400 to 600 and good banking facilities, are Marshall, The Plains, Upper-ville and Pemington.

Fauquier ranks high as regards quality of soil, beauty of scenery, healthfulness and general prosperity, having among her farmers some of the most successful and prosperous in the State.

FLOYD—This county is one of the three—Floyd, Carroll and Grayson—that form the garden plateau of Southwest Virginia. It was formed from Montgomery county in 1831, while the Hon. John Floyd was Gov-



Ten acres average yield 1,480 measured bushels No. 1 apples

ernor of Virginia, hence its name, and lies between the Alleghany and Blue Ridge mountains, 225 miles southwest from Richmond, near the southern border of the State, only a small portion of Patrick county separating it from North Carolina. The area is 376 square miles; population, 1910 censes, 14,092.

The surface is rolling, and in some parts mountainous. The soil is very productive and well adapted to grass. The climate is diversified and remarkably fine, with uniform seasons. The summers are delightful, and when rendered more accessible to the outside world this county will become a popular summer resort. Without a railroad, she remains the home of a sturdy race of mountaineers, whose farms, being inaccessible to markets, are only producing a tithe of what they might.

Corn, wheat, oats, buckwheat, cattle and poultry are the farm products in which this county leads. The lands are especially adapted to cattle raising, a large source of revenue. Fine horses and sheep are raised also, and the dairy industry is a growing one.

The mineral wealth of this county is of great value. Nearly every part of the surface indicates the presence of ores, such as gold, silver, iron, copper, lead, graphite, asbestos, soapstone, nickel and arsenic. Floyd has the distinction of having within her boundaries the only arsenic mine in North America, and is now making large shipments of this product to various parts of the world. The copper mines of this county are rich in copper and iron, with showing of gold and arsenic. A valuable plant, about seven miles from Floyd, the county seat, is operated by a large corporation of New York capitalists.

Many sections of the county are covered with fine forests of walnut, poplar, oak, hickory, ash, pine, maple and chestnut, and the manufacture of timber is an important industry.

Other advantages offered by this county are a good system of elementary schools, high schools, churches, excellent mail facilities, splendid freestone water, and a people frugal and industrious.

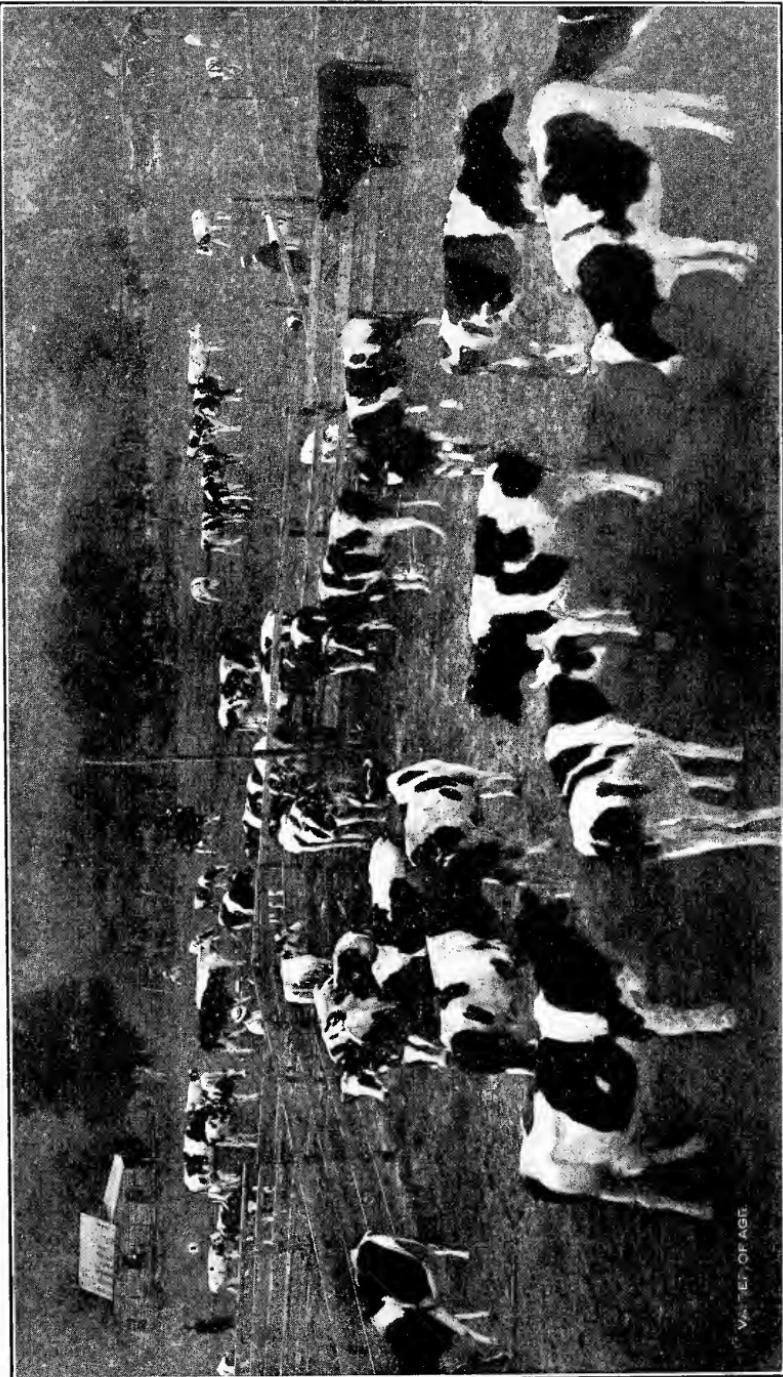
Floyd, the county seat, situated near the center of the county, is a town of 500 people.

FLUVANNA—This county was organized in 1777. It lies on the north bank of James river, near the center of the State, fifty-seven miles northwest of Richmond. It is nearly a square and contains 289 square miles, the average size farm being 250 acres. The population 8,323, 1910 census.

The surface is generally rolling, self-draining and easy to cultivate. The soil is of every variety, from the richest alluvial bottoms, often skirted by heavy productive clay soils, to the less productive ridges between the rivers. In the eastern part of the county the lands are, in the main, of a gray, granite soil, while in the western portion is a heavier, closer red clay soil mixed with quartz rock, both of which readily respond to intelligent treatment. The flat lands along the James river, Rivanna and Hardware rivers, and the many creeks which traverse the county, are very fertile and productive, yielding large crops of wheat, corn and hay; and perhaps the finest grain belt known to this country includes the lower part of this county.

The leading farm products are wheat, corn, oats, rye, grass, fruit and tobacco, the latter being the most important and profitable crop. The soil and climate seem especially adapted to the growth of tobacco, large quantities being produced annually, embracing not only the famous sun-cured, but the finest grade of shipping and mahogany wrappers. For fruits, large and small, and vegetables of all kind, this county is well adapted.

Grasses of various kinds do well. Herbs grass (red top) is in some localities indigenous, and red clover, timothy and orchard grass grow luxuriantly on good soil, or when properly treated with manures or commercial fertilizer. The rolling and well-drained lands of this county, pure water, and mild climate make it a pastoral section. Conditions are especially adapted to raising sheep.



A magnificent Holstein dairy herd

This county is believed to be rich in minerals—gold, silver, copper, talc, soapstone, iron, building stone, slate, etc. This wealth is, in the main, undeveloped. In the opinion of skilled mineralogists rich results are promised. The building stones of this county are especially favorably reported. Tellurium, the oldest gold mine in Virginia, is situated in this county. There is also valuable timber, such as oak, poplar, pine and hickory.

The James River Division of the Chesapeake and Ohio Railroad passes along the southern border of the county, giving easy and quick communication with the cities of the east and west, and the Virginia Air Line, passing through the center, gives additional communication with the cities east and west, and also quick communication with Washington and the cities north. Rural road construction and upkeep receives continued and growing attention. Good local gravel can be obtained for this work from gravel bars in the Rivanna river.

Community spirit is good. There is a County Fair Association. Churches and schools are conveniently located. The county is served by four banks.

Palmyra, the county seat, is an attractive, enterprising village, located in the center of the county, on the Rivanna river and the Virginia Air Line Railroad. It contains wheat and corn mills, the Bank of Fluvanna, Inc., a normal high school, stores, churches and a newspaper.

Fork Union, on the southside of the county, near the Virginia Air Line Railroad, is a tobacco centre, with a strong bank. A flourishing military academy is located here. Columbia is another town of importance, with two banks, in the extreme southeastern part of the county.

The striking features outlined in this sketch are convincing proof of Fluvanna's position among the splendid counties of the Piedmont section.

FRANKLIN—This county was formed from Henry and Bedford in 1784, and lies at the eastern base of the Blue Ridge mountains, in the southern part of the State, 140 miles southeast of Richmond. It is thirty miles long and about twenty miles wide, containing an area of 630 square miles. The population is about 32,000.

The surface is rolling and in some parts mountainous. The soil, chiefly a red clay, is very fertile. This is one of the most productive of the Piedmont counties, producing large crops of wheat, corn, rye, oats, hay and tobacco, especially tobacco, in the southern and eastern portion of the county. In the extreme western portion fruit is the leading industry—apples, pears, peaches, plums, apricots, cherries, grapes. First prizes were awarded the Pippins grown in Franklin at the Buffalo, St. Louis, and Jamestown Expositions. The growing and canning tomatoes is an important industry in the central section of the county.

Grazing facilities are good. Live stock, poultry and dairying are entering into general farm practices along modern methods. A number of dairy-men furnish milk directly to the Roanoke market, others supplying a cheese factory, a recent county enterprise. A poultry association is an active organization.

Forest products are the sources of a considerable revenue in the form of valuable oak lumber, cross ties, cord wood, telegraph poles, etc., and much tan bark. The minerals of the county are iron, asbestos, mica, granite and soapstone, chief of which is iron, which is found in inexhaustible supply and has been successfully worked.

The Staunton river on the northeast, and the Pig and Blackwater, with their numerous tributaries, afford ample drainage and excellent water power, as is evidenced by the flour mills, saw mills, and wood-working establishments located thereon.

Transportation is furnished by the Franklin and Pittsylvania and Norfolk and Western Railroads, which cross the county from north to south. The county roads are fair and improvement is continuous. A National Highway is now being surveyed through the county.

A large number of churches represent the different denominations. Schools are well located and improving in efficiency.

Rural improvements are noted throughout the county. Farmers' organizations and associations are strong. The people are interested in better schools. Various denominations are represented in the churches of the county. An agricultural and manual labor training school, under the auspices of the Methodist Church, is located at Ferrum.

Rocky Mount, the county seat, is the largest town. Its altitude is 1,132 feet. Ferrum and Boone Mill are other towns of interest with strong State banks.

FREDERICK—Formed from Orange in 1738, Frederick is the northernmost county of the State, at the head of the beautiful Shenandoah Valley, 116 miles north of Richmond. It is twenty miles long and about eighteen miles wide, having an area of 425 square miles. Population of the county, not including the city of Winchester, is about 14,000.

The middle part of this county is interspersed with frequent mountain ranges, with valley lands between, but the surface generally is undulating. There are belts of gray slate formation, also of limestone, the latter embracing one of the most productive sections of the State. This is one of the most productive counties of the famous Valley of Virginia, noted for its fine land and good farming.

Farm products are wheat, corn, rye, hay and oats, of which fine crops are raised. Fruit growing, grain farming and stock raising constitute the most profitable industries of the county, market advantages being most excellent. This is one of the finest live stock counties in the State. Horses and cattle in large numbers and of superior quality are raised and shipped to northern markets. Dairying has been fostered and a convenient market for the product is furnished by a commercial creamery which has been in successful operation in Winchester for twenty-five years.

In the value of orchard products this county stands in the front ranks. Some sections of the county are becoming vast orchards, especially in the vicinity of Winchester. There are 275 apple orchards in this county producing over 250,000 barrels. There is splendid co-operation between the business men and fruit growers of the county. A cold storage plant with a capacity of 80,000 barrels, and a daily capacity of 48 tons of ice, furnishes ample storage facilities, and in addition markets ice throughout the district. This plant is located in Winchester. There is also a plant producing 300,000 barrels of vinegar, which enables growers to dispose of culls at a profit, and a large apple by-product factory adds a further stimulus to fruit growing. Two large factories and several smaller plants produce more than 250,000 apple barrels, and no barrels are brought in from a distance to handle the crop. Three banks specialize in serving agricultural interests.

Minerals found are iron, coal and limestone. Iron is found in North mountain of good quality. Coal is of anthracite formation. Timbers are oak, hickory, walnut, pine, locust and ash. Several wood-using industries in Winchester furnish a ready market for forest products.

The railroads are the Valley Branch of the Baltimore and Ohio, the Southern, Norfolk and Western, and the Cumberland Valley, extending from Winchester to Pennsylvania, affording a great through route of travel and traffic from east to northeast to south and southwest, as well as most excellent facilities for trade and travel northward. The public roads and turnpikes are exceptionally good. The famous Valley Turnpike, a part of the National Automobile Highway, penetrates this county. Eight other turnpikes converging from Winchester afford unusual facilities for communication with adjoining agricultural sections.

There are numerous fine mineral springs in this county, the principal of which are the Rock Enon Springs and the Jordan White Sulphur, which have an extended reputation and are liberally patronized. The climate is healthful and salubrious and water unsurpassed. Churches are numerous and the schools are of high order, Frederick having been long known for its superior educational advantages.

Winchester, a city of 7,000 people and the county seat, is situated at the lower or northern end of the lovely Shenandoah Valley. Her principal

streets are well paved and lighted. She has a splendid water system and sanitary sewerage with filtration and disposal plants. In addition to her important manufactures, flour, meal and mill feed, sash, doors, blinds, lumber, marble, granite, a steam bakery, woolen and knitting mills, and apple industries previously mentioned, this is a city of beautiful homes and churches, numerous well equipped public and private schools and splendid public buildings, and excellent hotels. Marks of wealth and progress appear on every hand. The few remaining scars of the terrible struggle of the sixties, in which this city played so important a part, have been turned into places of beauty and objects of surpassing historic interest.

The progress and general advancement of this county is most marked. It is now conceded to be the largest apple-growing county in the State. The soil is of the very best for apple growing. Winchester is the executive headquarters of the State Horticultural Society. The Frederick County Breeders' Association, and other similar organizations are potent factors in agricultural progress.

GILES—This county was formed in 1806 from Monroe and Tazewell, and was named in honor of the Honorable W. B. Giles, representative in Congress from this State, 1790-1802, and Governor of Virginia in 1827. It lies on the western border of the State, about 185 miles southwest from Richmond, and has an area of 349 square miles. The population is 12,500.

All its borders, north, south, east and west, are mountainous; the middle rolling, about fifty per cent. of area being under cultivation. The soil is limestone and clay and generally very fertile. The farm products are corn, wheat, rye, hay, etc. The crop of maple sugar, syrup and sorghum is worthy of mention, especially the sorghum.

The county is well adapted to fruit growing, and considerable attention is being paid to this industry, especially to the apple crop, large quantities of which are shipped, adding greatly to the revenue of the people. Grape culture is also coming to be very extensive, and the cherry grows in great abundance, being apparently a native of this climate and soil. Some very fine peaches are grown, and in large quantity, when proper attention is given to their culture and protected from the borer. All fruits, berries and vegetables (which are grown in quantity and great perfection) find a ready and remunerative market in the coal fields near by. From the same source there is a constant demand for the dairy products, butter and cheese, and poultry and eggs, large quantities of which are produced.

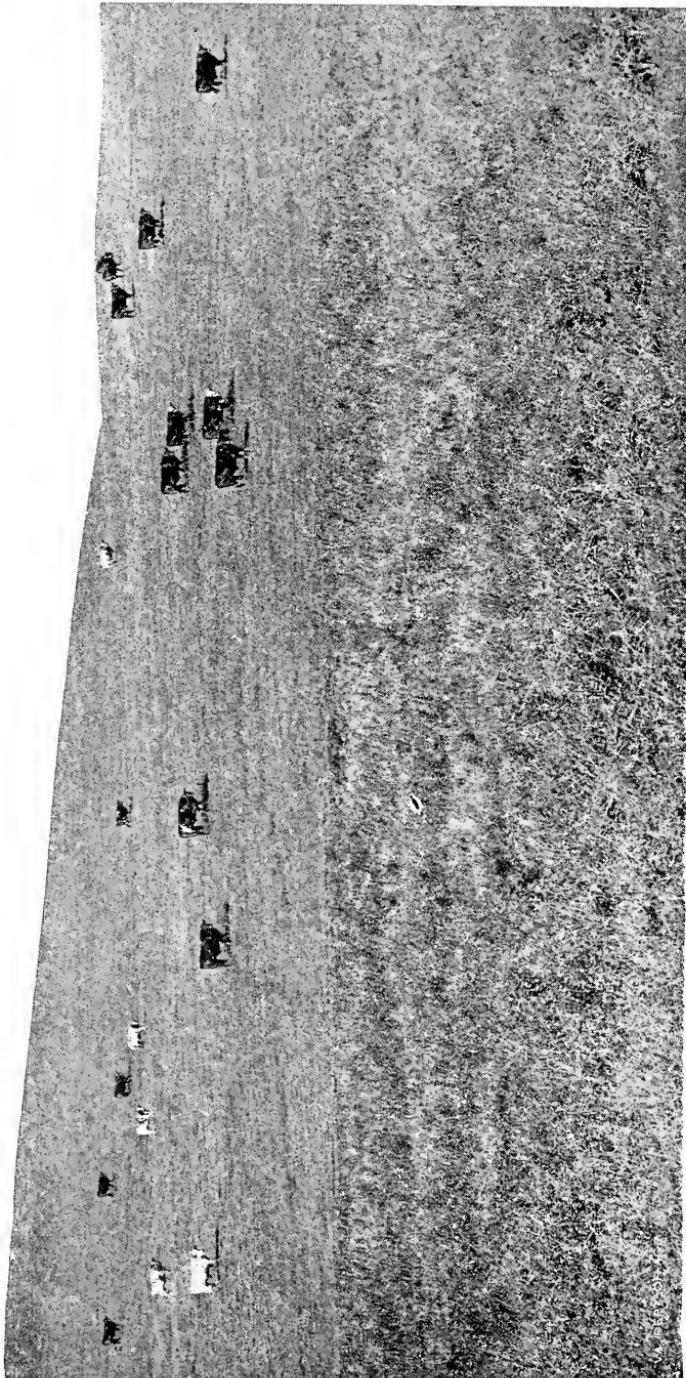
The county is also splendidly adapted to grazing and the production of hay. All the grasses do well, and in some sections blue grass grows spontaneously. As a result of these favorable conditions, livestock raising is one of the most important industries of the county. Large numbers of fine cattle and lambs are annually shipped to the northern markets, and some of the former sold for the export trade. Giles is an exceedingly fine corn county, which fact renders the pork and bacon product very valuable also.

The minerals of this county are destined to be a source of greatest wealth. Iron of fine quality is found in almost every section, with manganese, zinc, lead, barytes, and variegated marble. Limestone is also found, especially along the river and railroad, in quantity and quality for lime or building purposes.

Railroad transportation is furnished by the New River division of the Norfolk and Western and two lateral lines, one the Big Stony, extending up Big Stony creek a distance of twelve or fifteen miles; the other the New River, Holston and Western.

No description of this county would be complete without a reference to its notable physical features as displayed in its grand mountains and magnificent scenery. Towards the central part of the county is the lofty and beautiful Angel's Rest, about 4,000 feet above the sea level and 2,000 feet above the river below.

Opposite to Angel's Rest, on the northeast side of the river, is Butte mountain, of the same general formation and elevation. Flanking the latter



The seed law in Virginia is bringing better seed, the result is better pastures, and fatter live stock and more profit to the farmer

on the south is Salt Pond mountain, with its Bald Knob towering nearly 5,000 feet above the sea. Answering this mountain in position is the Sugar Run mountain on the opposite or southwest side. Toward the southern side of the county are the important iron-bearing parallel series composed of Spruce, John's Creek and Gap mountain on the northeast side of New River, and of Buckeye, Guinea and Walker's mountains on the southwest side of the river, Gap and Walker's mountain answering to each other in line of continuation. But the most noted and grandest scenery of all is Mountain Lake and the Cascades, and Bald Knob nearby. Mountain Lake is a celebrated health and pleasure resort on the top of Salt Pond mountain, and truly it may be called the silver gem of the Alleghanies, as it is almost on the summit of the highest mountain of Virginia, at an elevation of more than 4,000 feet above the sea. Besides the pure mountain air and water, its chief attraction is a lake of clear, transparent water three-quarters of a mile long by one-half mile wide, with a surface area of about 250 acres and an average depth of about 60 feet. Another notable point in this galaxy of sublime scenery is Bald Knob, three-fourths of a mile in the rear of Mountain Lake, and 500 feet higher; so high that scarcely anything grows on the lofty summit from which landmarks of five different States are visible.

In climate, health and water this county ranks with the most favored portions of the State; churches are numerous and well attended; schools excellent, public and graded; mail facilities and telephone service reach to every section of the county; financial condition highly favorable. The people are moral, sober, industrious, enterprising and proud of their county, which is fast becoming one of the most progressive in the State.

Pearisburg, the county seat, is situated in the shadow almost of the beautiful Angel's Rest, one mile from Pearisburg station on the Norfolk and Western Railroad. It contains churches of various denominations, good schools, hotels, stores, fraternal orders, a newspaper, a national bank, etc. Its altitude is 1,547 feet.

Other towns in the county are Newport, Staffordsville and Eggleston, important business centers.

Narrows is an enterprising town of 1,500 people on New River with three railroads, two large plants operated by a tanning company, flour mill, electric power plant, bank and numerous stores.

Pembroke, with town and community of 600 people, is situated on New River in the center of a thrifty, intelligent people. It has excellent railroad facilities making large shipments of lumber, tan bark, extract, meat and poultry products. There are five stores, an excellent bank, fine high school, churches and good roads. Pembroke is the shipping point for Mountain Lake traffic.

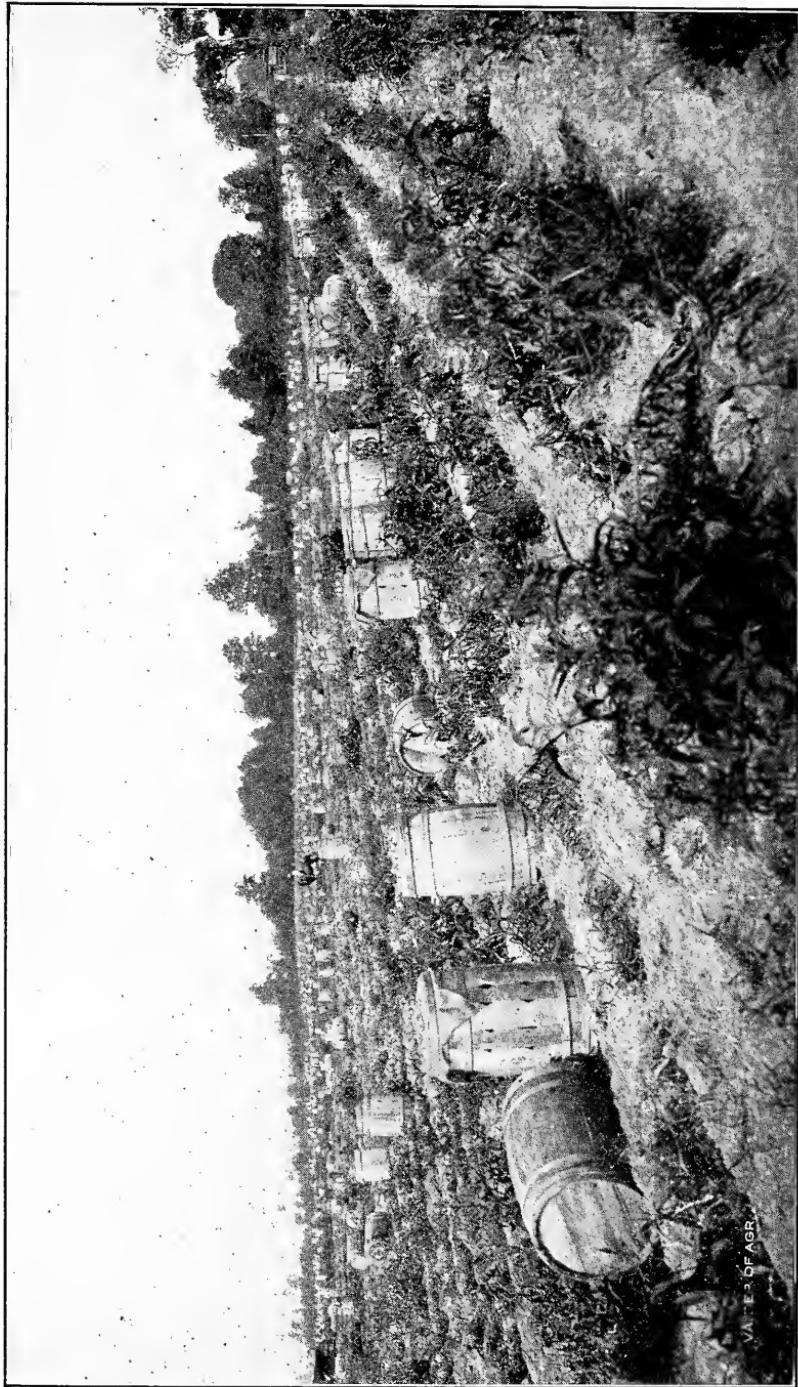
GLOUCESTER—This county was formed in 1661 from York, and named after Gloucestershire, England, from which place most of the early settlers came. Located in the eastern part of the State, thirty-eight miles from Richmond, it is twenty-seven miles long and eight miles wide, containing 253 square miles. The population, 1910 census, was 12,477.

On the water courses—Piankitank, North, Ware, Severn and York rivers—the lands are low and level; further back they are higher and undulating; but no portion of the county is very far from deep water. The soil is generally a sandy loam, with rich alluvial lands along its many streams. Farm products are hay, corn, oats, rye, wheat, soja beans and peas. The soil and climate are admirably adapted to trucking, the principal ones raised being Irish and sweet potatoes, peas, cantaloupes and watermelons.

Fruit culture is receiving more attention, and will prove profitable with intelligent care, all fruits being grown to some extent.

Increased attention is being given to the raising of stock and cultivation of the grasses, they growing well on both the low grounds and the uplands.

Market advantages are good, having direct communication by daily water transportation to Richmond, Norfolk and Baltimore, and daily connection, via Old Point to all Northern markets. The work on rural roads in this county is proving satisfactory.



Early potato crop. Following this crop corn is planted and German clover sowed in the corn rows—three crops in one season

VILLE OF AGR

Owing to the great extent of water front, Gloucester is largely engaged in the oyster industry, and the quality of her oysters ranks with the best. The fish industry is very extensive and valuable, employing large capital and labor, and bringing to citizens and to the State large revenue.

The county is crossed thoroughly by a system of telephones, with a central office at the county seat, connecting with long distance and Western Union telegraph to Richmond. Mail facilities are good, every postoffice having daily service. Educational conditions are excellent, the county having several high schools and many graded schools.

Gloucester, the county seat, located near the head of Ware River, is a prosperous village, containing two banks, garages, general stores, a drug store, Masonic Temple, a high school, many fine homes and a well equipped hotel. On the court green stands the old Poor Debtors jail, fine county buildings and a handsome monument to the Confederate dead. Near the village is located the grounds of the Gloucester Agricultural Association, with a well equipped auditorium and exhibit building, where the annual fair is held.

This county has some of the finest estates in Virginia, and is noted for its wealth and refinement. It is accepted as the place of the death and burial of Nathaniel Bacon, the leader of the rebellion against Governor Sir William Berkley in 1676. And tradition has it that in this county, on the York river, Pocahontas, the beautiful Indian Princess, saved the life of Captain John Smith. To-day she offers good opportunity to the homeseeeker as evidenced by the development and prosperity of her people.

GOOCHLAND—Named in honor of one of Virginia's colonial governors, this county was formed from Henrico in 1727. This is a central county, lying along the northern bank of the James river for a distance of about forty miles, with a width of about ten miles, and contains an area of 296 square miles. It is situated thirteen miles west of Richmond. Population, 9,500 and altitude, 143 feet.

The surface of the county is undulating; soil of a gray or chocolate loam, with stiff red clay subsoil. On the water courses the soil is very fertile and productive. The uplands, though not so good, are easily improved, and well adapted to the cultivation of tobacco. Farm products are corn, wheat, oats, tobacco and hay; corn, wheat and tobacco being the chief—especially wheat and tobacco. Large crops of hay are also grown. Market advantages are good, by rail and market carts, to Richmond. Fruits, vegetables and poultry are produced in considerable quantity by reason of this fact.

The grasses, clovers, and other legumes do well, resulting in the introduction of improved stock and increase in dairying. The forests yield a fine quality of timber—oak, hickory, poplar, cedar, ash—and the manufacture of timber is an important industry.

Minerals found are gold, coal, iron, mica and plumbago. There is a fine mica mine near Irwin station, in the lower end of the county. Petroleum and naptha have been found, and there are indications of oil in considerable quantity. Mineral waters are alkaline, chalybeate, sulphur, iron and lithia, the most important of which are the fine mineral springs of East Lake.

The James River Division of the Chesapeake and Ohio, following the windings of the James river on the southern border of the county for over forty miles, furnishes ample and convenient transportation. The State Auxiliary Road traverses the full length of the county.

Farmers' organizations are active. General condition of farms is reported favorably to date, with rapid development in progress. Graded and high schools are well located; churches are numerous; and telephone and mail facilities ample.

Goochland Courthouse, the county seat, is located in the southern part of the county, thirty miles west of Richmond, one mile north of Maidens depot, on James River Division of the Chesapeake and Ohio Railway. This is a small country village.

The favorable location of this county—proximity to Richmond, the State capital—its fine climate, excellent water, responsive soil, all present inducements for immigration and investments.



A Stayman Winesap orchard, 17 years old; crop sold for \$900 per acre season 1918. The trees have been headed low—convenient for spraying and picking the apples.

GRAYSON—This county was organized in 1793 from Wythe, and named in honor of Honorable William Grayson, who was a member of the Virginia Convention of 1788, which adopted the Federal Constitution. The county is situated on the southern border of the State, 265 miles southwest from Richmond, and contains 438 square miles. The present population is about 20,846.

The western portion of the surface is mountainous, the central and eastern parts lying in a fertile valley, comprising a fine farming section. The soil is loam and gray granite, with clay subsoil. The farm products are wheat, corn, rye, oats, buckwheat, potatoes, etc. This is also an exceedingly fine fruit country, varieties, such as apples, peaches, pears, quinces, cherries, plums and grapes, grow to perfection. It seems to be the native home of the apple, which is noted for superior flavor and excellence.

This is a fine grass section, producing a considerable amount of hay, and having excellent grazing facilities. Large numbers of cattle, sheep and hogs are marketed annually. Recent developments show considerable increase in dairying. Eight or ten cheese factories are now in active operation.

Of the counties lying on the Blue Ridge plateau of immeasurable mineral wealth, this is one of the most important, with its varied deposits of gold, silver, iron, copper, lead, mica, asbestos, granite, limestone and freestone. Of these, iron, copper, granite and asbestos are the most important.

The forests contain a great variety of the timbers indigenous to this section, large quantities of which have been marketed. Extract wood and smaller acreages of timber yet remain.

Grayson is splendidly watered by the New river and its numerous tributaries. The streams are especially adapted to every species of game fish. The mountain trout is very common in nearly all the streams and the famous New river catfish reaches its highest perfection in these waters. Grayson may be considered not only one of the best watered counties in the State, but as having the finest water power, New river furnishing more than 1,000-horse power per mile, according to government survey, and all the creeks affording excellent power, every mile or two, for purposes of milling and manufacturing.

This county has the distinction of having the highest mountains in the State, the Balsam, or Mount Rodgers, being the highest, and White Top, the next in altitude, 5,530 feet above the sea level. And for natural scenery, it is not surpassed in the State. Added to these other attractions are numerous fine sulphur springs.

School and church facilities are good and progressing rapidly. Commodious school buildings, comfortable churches and handsome residences greet the eye on every side. The Agricultural School for the Fifth Congressional District is located at Elk Creek, a very handsome brick building and a fine school.

Railroad connections in east end of the county are effected at Fries and Galax by a branch of the Norfolk and Western Railway, and at Troutdale in the western end by a branch of the same line. Road improvement is under construction—about twenty-five miles completed. The financial condition of the county is good. Telephone and mail facilities are adequate.

Independence, the county seat, is a country village of about 400 inhabitants, situated in a fertile valley on a branch of New river, a little east of the center of the county.

GREENE—This county was named after General Nathaniel Greene, of the Revolution, and was formed from the western part of Orange in 1838. It is situated in the north central part of the State, sixty-six miles northwest from Richmond, and lies on the eastern slope of the Blue Ridge mountain. It contains 150 square miles, and has a population of 7,324.

Lying against the Blue Ridge, the county contains some mountain spurs in the western section, but it is not for the most part mountainous, as one might assume. In proportion to area it has more creek land than any county

in Piedmont Virginia. These valleys are very fertile, and, on account of local ranges and mountain spurs, are only slightly affected by droughts. The soil is a red and gray loam and very productive. Corn, wheat, oats, rye, and the grasses are cultivated. On the mountain sides considerable buckwheat is grown. The leading farm products are corn, wheat, cattle, including hogs and sheep, poultry and eggs. Fruits, such as apples, peaches, pears, cherries, and the smaller fruits, are raised in abundance, and are of good quality. The county is well adapted to stock raising, especially sheep. Attention to live stock raising is on the increase. Blue grass, so needed to success in this industry, abounds and insures pasturage.

The timber tracts of the county are still extensive, though the timber industry has made great inroads on the forests in the last few years. Much bark, ties and quer-citron are shipped to market. All finished timber finds a ready home market, farmers improving domiciles and out-buildings extensively in the past few years. Mineral deposits are copper and iron.

The Southern railroad runs within a few miles of the eastern border of the county. The direct route for the State proposed highway from Harrisonburg to Richmond traverses the county from east to west, and this thoroughfare will be one of the first built when this work is begun. A lumber road, now being surveyed, will touch the northeastern end of the county, and should be in operation during 1919. However, with the building of a State highway a good thoroughfare will connect the county with Barboursville, on the Southern Railway, about four miles distant from the border in Orange county.

Educational advantages are offered by graded schools and one-room schools located accessibly. Religious denominations are well represented. The Episcopal church has several large missions in the mountains. The Blue Ridge Industrial School, of the Episcopal church, is located in this county.

Stanardsville, the county seat, is located in the center of the county, thirteen miles from Barboursville, with a population of 500. The Bank of Greene, with resources aggregating \$169,719.00, is located here, for which a creditable building was erected at a cost of \$12,000. Ruckersville, in the eastern part of the county, is a village of 150 people.

Farm lands may still be bought at a reasonable price in Greene that will yield the owner well for his outlay and effort. Notwithstanding the county is not directly served by a railroad, rural road improvement under construction will greatly obviate this disadvantage, rendering marketing easy. There are many examples of farmers who started from the beginning as it were and now enjoy a competence made from the land. For its size, there is no county in the State where so many automobiles are owned.

GREENSVILLE—This is one of the southern border counties, formed in 1780 from Brunswick, and situated forty-eight miles from Richmond and eighty miles west of the Atlantic ocean. It contains an area of 288 square miles. The population, 1910 census, was 11,890, with a healthy increase reported to date.

The surface is level, or slightly rolling; the soil generally a sandy loam, easily tilled. Farm products are varied, including tobacco, corn, wheat, oats, cotton, peanuts, broom corn and sweet potatoes, the most important of which are cotton and peanuts. Tobacco is also one of the chief staples. Fruits of many varieties are cultivated, especially grapes and small fruits.

Marl is the only mineral, but it is abundant and valuable as a fertilizer for some of the staple crops, especially peanuts. The forest products are oak, pine, sycamore, poplar, cedar and chestnut. The manufacture of pine lumber is an important industry.

The Nottoway river on the north and the Meherrin in the center, with their tributaries, afford an ample water supply and abundance of fish, besides ample water power for numerous grain mills. Transportation facilities are good, four railroads—the Atlantic Coast Line, the Seaboard Air Line, the Virginian and the Southern Railway traversing the county. There is

considerable mileage of improved roads and more under construction. The local gravel has proven very successful.

Emporia is the county seat, with a population of 2,500. This is the intersection of the Atlantic Coast Line and Southern Railway and is a town of considerable importance. Three strong banks are located here. A box mill and other woodworking establishments are among its industries.

The educational facilities of the county are good; churches are numerous; the climate is pleasant; the farmers are well organized, and the general condition of the farms reflects progress and improvement. The home-seeker may find a good investment in Greensville among a people kind and hospitable.

HALIFAX—Halifax, one of the largest and most important counties in the State, was formed from Lunenburg in 1752. It lies in the heart of the finest tobacco growing section of the State, midway from east to west of the border line, ninety miles southwest from Richmond. The population, according to 1910 census, was 40,040, with an estimated increase of ten per cent.

Roughly speaking, the county is triangular in shape and contains 806 square miles. The surface is rolling, forming a part of the great undulating plain which gently rises from the limit of tidewater to the low, broken ranges of hills that make the outline of the Blue Ridge mountains. The soil of the ridge lands is a soft gray, sandy character; that on the streams is a loam of great fertility.

Farm products are corn, tobacco, wheat, oats, rye, and hay; corn and tobacco leading. Much of the tobacco grown is of the finest grades of bright wrapper. Almost every farmer is engaged in tobacco growing, although a diversification of interests is proving most profitable. Experienced and progressive farmers have discovered that this is a stock country also. The raising of fine stock, cattle, sheep, hogs and horses, is being conducted successfully and profitably.

Minerals are iron, copper, slate, plumbago, manganese, gold and mica, several of which have been developed to some extent. Gold has been profitably mined at Red Bank. Timber is plentiful, hickory, oak, pine and poplar.

The county is well watered. The Staunton river forms the longest side of the triangular shape of the county—from northwest to southeast. The Dan river flows through the southern part of the county, making a junction with the Staunton at a southeastern angle of the county, and from this point to tidewater, the united rivers are known as the Roanoke. Water-power is such that the two great rivers might be lined with mills and factories; two lesser rivers also and smaller streams could furnish almost as much power again.

Most excellent railroad facilities traverse this county. A division of the Southern Railway runs through the county from the northeast, curving to the southwest. Another division skirts the southern boundary of the county, between the Virginia-North Carolina line and the Dan river. The Lynchburg and Durham Division of the Norfolk and Western bisects the county from north to south, and the Virginian Railway, from Norfolk to the coal fields, parallels the Staunton river to the north. Few counties in Virginia have more railroad mileage than Halifax.

The county had considerable mileage in gray soil roads, many miles of which were in short length. Several of these sections have been connected in a continuous highway from Brookneal (Campbell county), on the north, through Houston and South Boston, to Virgilina, in the southeastern part of the county. Worn-out roads are steadily reconstructed.

The leading towns of the county are South Boston, Houston, Virgilina and Clover.

South Boston, the county metropolis, with a population of 5,000, a little south of the center, at the intersection of the Southern and Norfolk and Western Railways, is the center of a district rich in agricultural resources.

and famed throughout the world for its tobaccos. This is a town of abundant promise for further development as a jobbing and manufacturing point. There are ten tobacco factories here. South Boston manufactures wagons, buggies, shirts, patent medicines, lumber and cotton fabrics. She has a legitimate jobbing territory covering seven or eight counties.

Virgilina is a town of 600 inhabitants, located on the State line near the center of the most productive portion of the Virgilina mining district of the State. Houston, the county seat, is an attractive residence town of 1,000 inhabitants, situated on the Norfolk and Western Railway in the midst of a fine agricultural section. Clover is another important town, on the Southern Railway.

HANOVER—Located in the central part of Virginia, Hanover was formed from New Kent in 1720, and lies between the Pamunkey and Chickahominy rivers, five miles north of Richmond. The area is 478 square miles, altitude ranging from 100 to 300 feet. Present population is estimated to be 18,900.



Cutting a field of luxuriant alfalfa

The surface is level in the eastern part and undulating in central and western part, the soil varying from the fine truckers' sandy loam to the chocolate and clay loams of Piedmont. The leading farm products are corn, tobacco (sun-cured), wheat, peas, beans, clovers, grasses, alfalfa and truck crops. Truck crops are among the most important. The eastern half of the county is devoted almost entirely to trucks. Potatoes, sweet potatoes, melons, kale, spinach, berries and other small fruits, reach the highest state of development in this county. For sweet potatoes, watermelons and berries, this good old county is famous. Truck farming may be considered the most

profitable industry of the county, the more valuable on account of proximity to Richmond and other markets.

There are a number of dairies in the county doing a good business, and cattle, hogs and poultry raisers are decidedly on the increase.

Lumbering is an important industry, as the growth of pine is very rapid. Other timbers are oak, hickory, ash, elm and poplar. There are two excelsior mills in the county and numerous saw mills. Ties and lumber are shipped from this county in large quantities. Cord wood is also a considerable industry, shipped to nearby cities.

Minerals are mica, feldspar, asbestos, phosphate of lime and gneiss, also marl of several varieties and greensand are found here in large quantities and are very profitably used on the soils. The county is abundantly watered by the North and South Anna, Pamunkey and Chickahominy rivers, and their branches.



A modern dairy barn and silo

Two railroads traverse the county, the Chesapeake and Ohio, from east to west, and the Richmond, Fredericksburg and Potomac, from north to south. Automobile routes thread the county in every direction. The Richmond-Washington highway traverses the county and a recently established government post road. The entire county is very much alive to road building, and a large force of men is kept constantly employed building and repairing roads.

School advantages are excellent. There are eight high schools, besides a large number of graded and one-room schools. Churches of all denominations are accessibly located throughout the county.

Ashland, seventeen miles north of Richmond, is the largest town, with a population of 1,800. While mainly a residential town, with many attrac-

tive homes, it has an excellent trade with considerable business operations. Randolph-Macon College for men, one of the oldest and most noted schools in the State, is located here.

Hanover, the county seat, is a pleasant country village, located on the Richmond, Fredericksburg and Potomac Railroad, in a prosperous farming section.

This sketch would be incomplete without reference to Hanover as being the birthplace of both Patrick Henry and Henry Clay, two of the most eminent orators and statesmen this country has ever produced. The home of Thomas Nelson Page, the gifted author and Ambassador to Italy, is located in the western portion of this county. The present is however not dimmed by the lustre of the past. A progressive spirit animates the county. Farmers organizations are active, there being twelve locals in the county. The Farm Loan Association has a thriving organization. Agricultural practices are up-to-date as reflected in the yields and general appearance of the farms.

HENRICO—This county is one of the original shires into which Virginia was divided in 1634. It is situated at the head of tidewater, on the north side of the James river, which divides it from Chesterfield, and south of the Chickahominy, which separates it from Hanover. Its length is twenty-seven miles, mean breadth about eight miles, containing 273 square miles, the greater portion of which is in cultivation.

The surface is unulating; the soil varying from light loam to stiff clay, is susceptible of a high state of cultivation. The river lands are the most productive, best improved, and command the highest price. The lands upon the James river are generally alluvial, of a deep chocolate color, and are among the best wheat lands of the State.

Farm products are varied and extensive, consisting principally of corn, oats, wheat and tobacco; barley and rye being raised to some extent. The grasses, clover and timothy succeed well, and hay is an important crop. There are large nurseries, orchards and vineyards in this county. Market gardening and trucking are very extensively carried on and rank among the most profitable industries of the county.

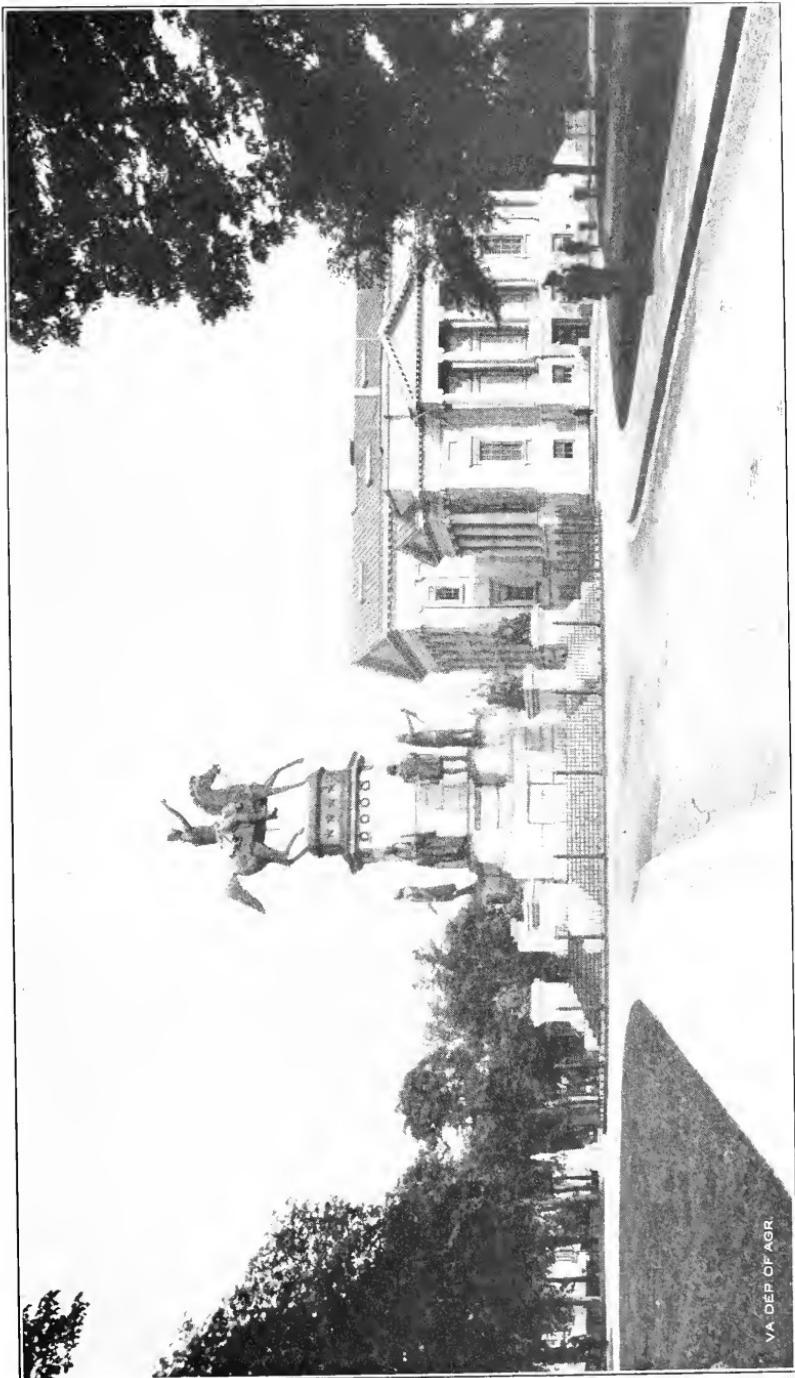
Henrico is sometimes called the "Dairy County of Virginia," and this name is rightly applied, for the dairy interest is largely developed here. The city of Richmond is supplied largely from dairies within the county, and the city has held the reputation of having "the most wholesome and pure milk" in the country. Sanitary and up-to-date barns are found on every farm. A large number of herds of dairy cattle is registered, while nearly everyone has some registered dairy cattle. Many of the herds are tuberculin tested and are on the accredited list. Alfalfa fields may be found on nearly all dairy farms and ensilage plays an important part in the dairy ration.

Large farms on the James river are investing in a number of beef cattle, some farms having herds from 300 to 400. A number of farmers are establishing hog farms, and poultry plants are numerous, particularly near the city of Richmond.

The timbers are pine, oak, ash, maple, cedar, hickory, walnut, chestnut and cypress—all in limited quantity, however—the timber interest not being an important one in this county whose acreage is largely under cultivation. The proximity of the coal and lumber yards of Richmond relieves any inconvenience that might arise from this fact.

The county is drained through two systems, the drainage line running through the center of the county, the James river on the southern border and the Chickahominy on the northern, with their tributaries furnishing abundant water supply and drainage. The lower portion of the county enjoys the advantages afforded by water navigation on the James, and also its excellent shad, sturgeon and herring fisheries.

Transportation facilities are excellent, the county having six railroads



Washington Monument, Capitol Square, Richmond, Va.

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radiating in different directions. Water shipping facilities are furnished by the James river; two inter-urban railway lines are within its bounds; and its roads are good, most of them macadamized or constructed from sand clay. Its method of keeping the roads in repair by regular system is hard to improve.

Rural districts are well supplied with public and high schools. The buildings are of modern type and so distributed that every child has an opportunity to attend. Telephones are within reach of practically every farmer's home and a great number of country people have taken advantage of the system. Farmers' organizations, dairy associations, corn, poultry, pig and canning clubs are numerous, reflecting the progressive, co-operative spirit of the people. The scarcity of farm labor under present abnormal conditions has been obviated by the introduction of many tractors and other labor-saving machinery. Agricultural practices within late years are building up the soil; fields are well prepared for each crop; legumes are used for soil improvement. On every hand up-to-date, progressive farming greets the eye of the interested homeseeker.

Richmond, the county seat and the capital of the State, is situated on the border of the county, on the north bank of the James river, at the head of tidewater. The city has a metropolitan population of 191,000 people. A po-



One ton of superior bee honey on the way to market

litical and commercial center from the early Colonial days, Richmond's strategic position as the gateway to the South was recognized in the selection of the city as the capital of the Southern Confederacy. This city holds a pre-eminent position in the commercial and industrial development of the South. She is a logical market for the exchange of southern products for those of the north and west. Her list of manufactures shows a diversity that is probably not surpassed by any city of the same size in the country. Richmond is a national reserve city, and her primacy in the finance of this section was established when she became the seat of the Federal Reserve Bank for the Fifth District. And she is now, as she has always been, a delightful

social and educational center, not unmindful of her splendid heritage of historic and patriotic associations, organizations with memberships which include many of the leading men and women of the city being specially charged with the duty of preserving these priceless antiquities.

HENRY—Named in honor of Patrick Henry, this county was formed in 1777 from Pittsylvania. It is situated on the southern border of the State, 180 miles southwest from Richmond. The county is nearly a square, containing 444 square miles, with a population of 18,459, according to 1910 census, and an estimated increase of 15 per cent. to the present.

The surface is undulating, and in parts hilly and mountainous. This is the southern Piedmont section where the gray and red soils meet. The red clay soils are fertile producing good crops of corn, wheat and tobacco, the leading farm products. The latter is the staple crop, the finest bright quality being raised. The numerous tobacco curing barns scattered over the county give the appearance of a continuous country village. The varieties of tobacco grown in Henry are noted for their superior quality, and quality considered, this is one of the finest tobacco counties in America.

Grass does well in this soil, and numbers of horses, cattle and sheep are raised. There has also been considerable increase in dairying in this county. Fruits of the usual kinds do well, especially apples, peaches and grapes; also, nectarines, apricots, and figs have been grown. The apiarist finds here excellent conditions for bee-keeping.

Forest products are oak, poplar and pine, the manufacture of timber being an important industry. Limestone, mica, asbestos, granite, soap-stone are found in paying qualities, and the iron ore is inexhaustible. There are also chalybeate and alum water, but undeveloped.

The county is traversed from north to south and from east to west by its lines of railway, the Danville and Western and Norfolk and Western, furnishing ready means of communication to markets and giving impetus to its agriculture and trade. Roads compare favorably with other counties in this section. There are fifty miles of improved roads. Some sections of the county are plentifully supplied with gray, gritty soils which are suitable for road-surfacing purposes. Smith and Mayo rivers, with their numerous branches afford an ample water supply and good water power. Numerous flour mills, saw mills and factories are located on these waters.

Martinsville, the county seat and largest town, has a population of about 5,000. One of the State Agricultural Experiment Stations is located near Martinsville. Large cotton mills, built by Marshall Field Company, are a recent industrial development at Bassett, a town of 1,000 people. Ridgeway is another prosperous town of 500 people. Other industries are furniture factories, tobacco factories and warehouses, an insulator pin factory, spoke and band factory, and other wood-using industries. The county is served by two banks, located at Ridgeway and Bassett.

A salubrious climate, with comparatively mild winters and pleasant summers, excellent freestone water, churches and schools numerous and convenient, and progressive agricultural and industrial developments are outstanding features in the advantages offered by this county.

HIGHLAND—Formed in 1847 from Bath and Pendleton, this county is northwest from Richmond, 150 miles. It is nearly a square of about twenty miles each way, and contains 407 square miles. The population is 5,900; elevation 3,008 at Monterey.

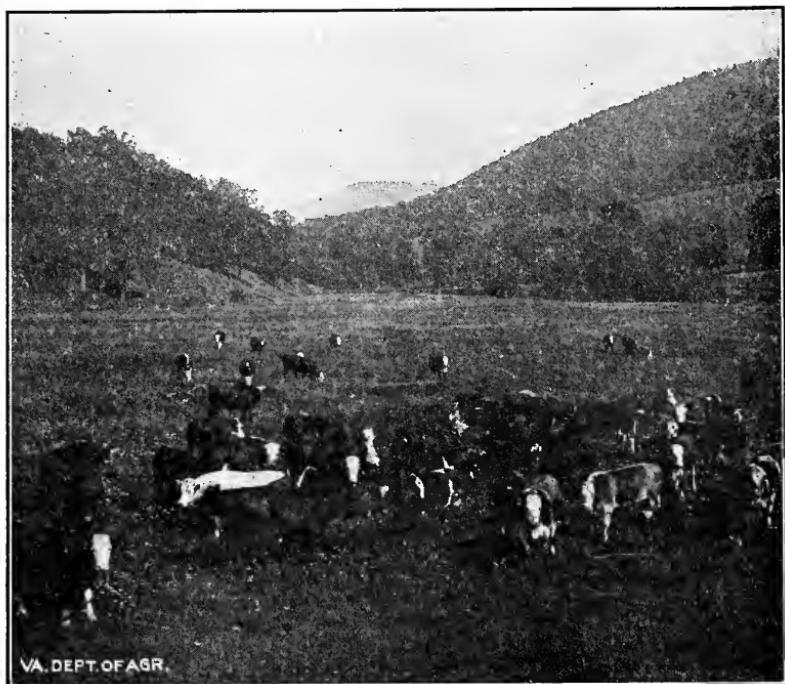
The surface is mountainous, with very fertile valleys between, Crab-bottom being one of the finest bluegrass sections in the State. The soil is mainly limestone, about one-fourth of which is in cultivation. The mountains furnish fine range for young stock and sheep, upon which they grow and thrive well, stock raising and grazing being the most profitable industry in the county.

Farm products are wheat, corn, oats, rye, buckwheat, butter, honey, cheese, dried fruits and maple sugar, leading the State in the last product

and fourth in buckwheat. The western portion of the county produces abundant crops of hay and grass wherever cleared, bluegrass, not inferior to that of the best lands of Kentucky, being indigenous to the soil. The grazing quality of this land can hardly be surpassed in the State; some of the best cattle marketed east and north are fattened in this county, and taken right from the grass, no corn feeding needed, large numbers being sold each year, some for export. The county is also splendidly adapted to sheep, large numbers of which are raised.

Apples, pears, peaches and all fruits suited to the latitude can, with proper care and attention, be grown in this county.

There is no railroad in the county. The nearest railroad station is Bartow, on the west side of the Alleghany mountains, twenty-three miles. But excellent auto truck and passenger service connects Monterey, in the

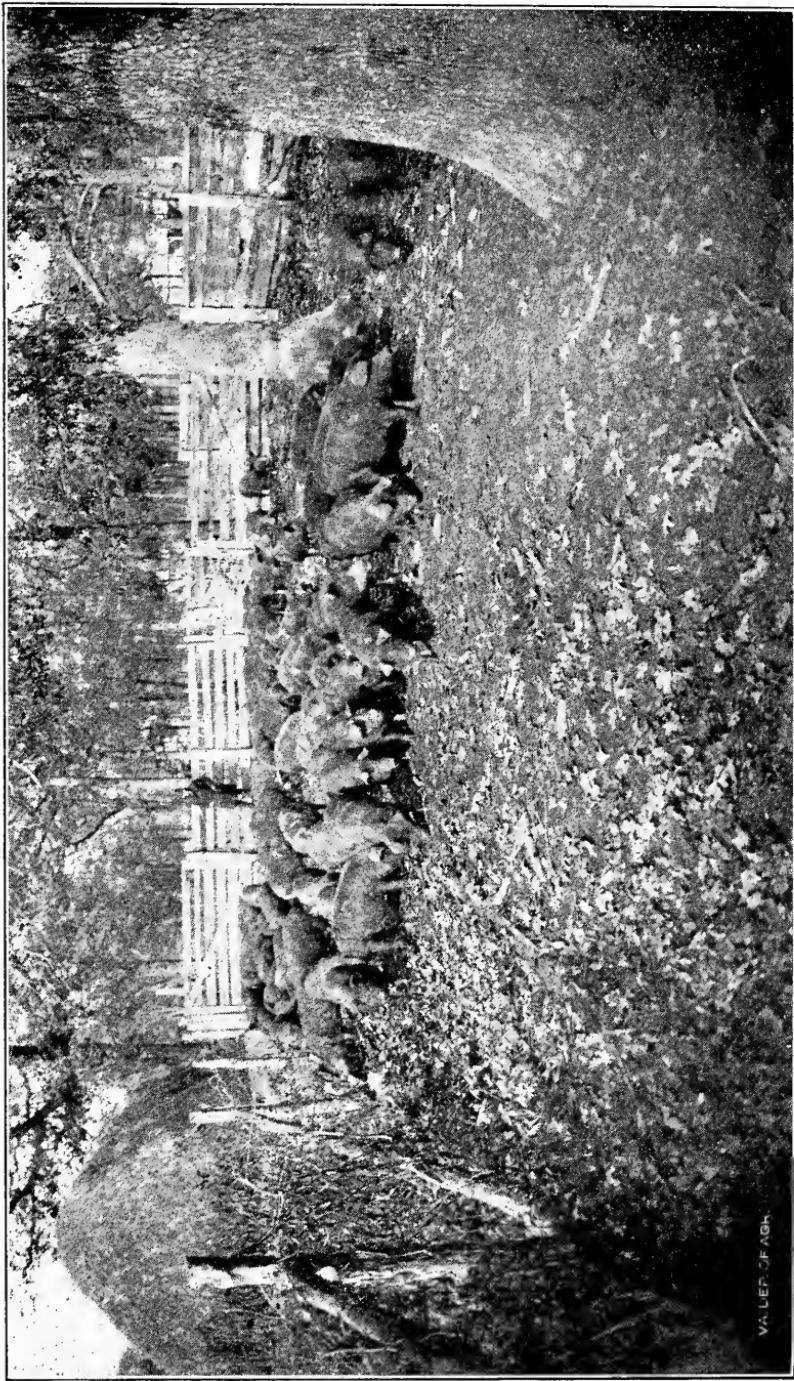


A bunch of splendid cattle on blue grass in Highland county

central portion of the county, with Staunton and points in West Virginia over the mountains, both routes being picturesque drives much frequented by tourists. This county receives more of the automobile fund than is necessary for maintenance and the balance is used for construction.

Monterey, the county seat, is located in the central portion of the county, forty-six miles from Staunton. It is a very pretty little town of about 500 people. Reflecting the enterprise of an intelligent and industrious citizenship, it has many of the modern conveniences of a city—modern water, sewer system and electric lights. There are a number of stores, two banks, handsome churches, splendid modern hotels, enjoying a large tourist patronage as well as the fame of a summer and health resort, lumber manufacturing plants, mills, a newspaper, a six-thousand dollar Masonic temple, and excellent high schools.

To those seeking a location in an unsurpassed agricultural and grazing section, in a fine climate, among excellent people, Highland county offers advantages second to none.



Hogs and alfalfa. This practice makes cheap pork

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ISLE OF WIGHT—This county was one of the original shires into which Virginia was divided in 1634. It is situated on the south side of the lower James river, ninety-eight miles southeast of Richmond, but only fifty miles air line, and extends from James river, its northern boundary, to within eight miles of the North Carolina line. The county is thirty-five miles long with a mean width of about ten miles, containing an area of 352 square miles and a population of 14,500, according to 1910 census, with a normal increase reported to date.

The surface is generally level; the soil from gray medium to light sandy, easily tilled and productive. The soil and climate favor almost any crop grown in the South—corn, oats, wheat, peanuts, potatoes, cowpeas, soybeans, timothy, orchard grass, vetch, alfalfa and clovers of many varieties. Velvet beans and cotton are also grown successfully. Large and small fruits, melons and vegetables, find here a soil and climate well adapted to their growth, large quantities of which are shipped.

Poultry succeeds well, and game is abundant, the streams furnishing geese, ducks, swans, and other water fowls; the swamps, sora, woodcock and snipe. The fish and oyster industry is large and valuable, large quantities of fish being shipped to the northern markets. Trucks, fisheries, and the peanut crop constitute the most important productions in the county.

Hogs are raised in considerable numbers and are one of the most valuable crops on every farm, also. This county is the home of the celebrated "Smithfield Ham." Nowhere else is the same quality produced. Dairying is another industry in which many of Isle of Wight's most progressive and successful farmers are engaged. There are several good herds of dairy cows owned in different sections of the county. Several pure-bred bulls have been introduced into herds within the last five years and good results obtained. This business will continue to grow.

The forest products are many and varied. Oak, pine, poplar, gum and cypress are the principal woods used in the manufacture of lumber. Many mills are located about the county, and the manufacturing of timber into a marketable condition is a considerable industry.

There are several farmers' organizations, each doing a good work in the community it serves, the largest and most progressive of which has its headquarters in Smithfield. This organization has a large membership which is constantly growing. Its manager and assistants are paid a salary, and buying and selling on a co-operative plan are practiced. This organization has become a powerful and most beneficial factor in the community. The educational and religious advantages of the county are of a high standard. Larger and better equipped school houses and more efficient teachers has been the slogan for several years. Four religious denominations with churches in every part of the county afford opportunity to all to attend divine worship.

The roads are dirt—sand and clay—but large amounts are expended by the county each year in keeping them in good condition. Four railroads pass through the southern end of the county, while the James river, with its many tributaries, furnish transportation to the lower or northern end.

Isle of Wight, the county seat, is located near the center of the county, about eight miles from Windsor and seven from Smithfield. Smithfield, situated at the head of Pagau river with two boats daily to Newport News and Norfolk, is the largest town. Windsor, on the Norfolk and Western Railway, is the only other town of importance. Both towns are active business centers, with prosperous, hospitable people. The county is served by four banks; two at Smithfield, and one each at Windsor and Zuni.

Recent reports from this county show marked improvement in agriculture. The use of improved, labor-saving implements is noted. Larger crops and greater profits are the results. Financially and socially the farmer is advancing. The homeseeker and investor may well consider Isle of Wight.

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Clover field in eastern Virginia

JAMES CITY—One of the original counties into which Virginia was divided, James City was organized in 1634; and here, at Jamestown, was the first settlement made by the English in this country, in 1607. The principal portion of the county lies along the north side of the James river, one portion extending across the peninsula to the York river on the northeast. It is distant from Richmond forty-five miles, and contains an area of 160 square miles. The population at present is about 4,324, representing an increase of 20 per cent. over 1910 census.

The surface is generally level, with comparatively a small per cent. in cultivation, fully seven-eighths of the county being covered with forest land. The soil is silicious, with a mixture of clay, and naturally very fertile. Considerable land has been cleared recently and the greater portion of idle land is now under cultivation. Farm products are wheat, corn, oats, peanuts and potatoes. Grass succeeds well, especially clover. All fruits common to this latitude are successfully grown. Potatoes are the chief money crop in the trucking section, which comprises a large part of the cultivated area. Melons and cabbage are also extensively grown.

Dairying and hog raising are important industries, and the county operated successfully the only co-operative creamery in eastern Virginia for many years. This plant has now been converted into an up-to-date milk plant second to none in the State. Hog raising has increased at least 200 per cent., and several carloads are sold on the Richmond market each year.

The forest products are lumber, pulp wood and railroad ties. Marl of good quality is found in large quantity; also fine brick and other clays.

Those of the rural population not engaged in the cultivation of the soil are employed in oystering and fishing, and these latter may be considered among the most profitable industries of the county. Fish of all the valuable species are very abundant in all the waters, and from York river oysters of fine size and quality are obtained. These industries give employment to a large number of men and afford desirable articles of food for the population.

Transportation facilities by rail and water are excellent, the Chesapeake and Ohio traversing the county and the York and James rivers bounding both sides. The rural roads are improving. There are several miles of concrete road, about sixty miles of State Aid road, and other roads have been widened and graded.

The schools are among the best in the State. Every child has the privilege of attending a nine months' school term, with high school studies, centralized schools having taken the place of the one-room school of the old regime. Churches of the leading denominations are conveniently located.

Williamsburg, the county seat, is located on the Chesapeake and Ohio Railroad, in the southern portion of the county, and is the oldest incorporated town in the State, having been settled in 1632. In 1698 the seat of government was moved from Jamestown to Williamsburg, and it continued the capital until 1779, when Richmond was chosen the capital of the State.

Williamsburg was once the center of the wealth, fashion and learning of the Old Dominion, the influence of which has left its impress not only upon the inhabitants of the city and surrounding county, but upon the State and country at large, in the men of State and National reputation that have gone out from its ancient seat of learning—William and Mary College. This is the oldest collegiate institute in the United States—with the exception of Harvard College—founded in 1693, and dates from the time of England's sovereigns, William and Mary, who contributed to its endowment and in whose honor it was named. This institution has been three times destroyed by fire, the last time during the Civil War by Federal soldiers, but it was rebuilt by private subscription and continues to do a fine work. This town now has a population of 3,500 and enjoys many of the conveniences of a modern city. It is visited annually by a host of tourists interested in its historic landmarks, the most prominent among which are Bruton Parish Church (1632), which contains the font from which Pocahontas was baptized, the old Powder Horn (1714), the Eastern State Hospital for the Insane (1773), the first institution of its kind in the United States, the Debtors' Prison (1800), and other points of equal interest.

In this county are many noted points and relics of antiquity. Jamestown Island (1607) on the James river, may be reached by automobile from Williamsburg, or from Norfolk by steamers of the Virginia Navigation Company. Here Captain John Smith landed, May 13, 1607, and established the first permanent English settlement in America. Of this deeply interesting spot, little had remained but a churchyard and the ruins of the first church, built in 1610, but in preparation for the Jamestown Tercentenary (1907), a handsome new church and hotel were built. There may also be found here many relics of the first settlement, carefully conserved by the Society for the Preservation of Virginia Antiquities. Another curious relic of the past is the Old Stone House on Ware creek, a tributary of the York, which is supposed to have been built by Captain John Smith. This county was the scene of two battles fought during the Revolution, the first, June 25, 1781, at Spencer's Ordinary; the other near Green Spring, once the elegant home of Sir William Berkeley. It also felt the shock of the battle of Fort Magruder during the Civil War, May 4 and 5, 1862.

Toano is a thriving shipping station in the upper end of the county. From this point hundreds of carload of potatoes are shipped to northern and western markets. James City is the largest producer of Irish potatoes on the Virginia peninsula.

Excellent transportation facilities, accessibility to large markets and wideawake farmers invite the homeseeker to this county.

KING AND QUEEN—This county was formed from New Kent, during the reign of William and Mary in 1691, hence its name. This is an eastern county, thirty miles northeast from Richmond, lying between the Mattaponi and Piankatank rivers, and is about sixty miles long by ten miles wide, containing 336 square miles. Population, 1910, was 5,976.

The surface along the rivers is level, the back country undulating and sometimes hilly. About thirty-five per cent. is in cultivation. The soil is a gray and chocolate loam, varying in quality and productiveness. The river lands, constituting a large part of the area, are very productive, and the extensive beds of marl found here furnish ready and permanent means of improvement.

The leading farm products are corn, wheat, the grasses and trucks. The light lands produce profitable crops of legumes. Some tobacco is raised in the upper portion of the county. Good crops of clover, timothy and orchard grass are grown, making stock raising profitable. Sheep husbandry is especially profitable. Fruits and vegetables are in great variety and abundance. The adaptability of the soil and convenient water transportation have greatly developed fruit culture and trucks, especially potatoes, Irish and sweet, to which the soils are especially adapted. Trucks may be classed as the most profitable industry of the county.

The forests abound with oak, pine, poplar, cypress and gum and the manufacture of timber is an important industry. Fish also, principally shad and herring, constitute a large item in the production and exports of the county, and in the lower parts of the county on York river, large quantities of the best oysters are caught, and the business is so profitable as often to engage the attention of the people of that section to the neglect of their agricultural interests.

Transportation is furnished by the Baltimore steamer and railroad connection to Richmond at West Point, in an adjoining county. Rural roads with improvement are under construction. Educational and church advantages are good. Farmers' organizations are active.

King and Queen, the county seat, is located in the southern part of the county, near the Mattaponi river. Its nearest market is Richmond, reached via West Point.

There is much to recommend this county to the homeseeker. Society is good, the people are educated, refined and religious. There are few sections in which the people live more easily and enjoy a higher standard of

comfort than here in the tidewater section of Virginia. The forests furnish game, the rivers the finest of fish, and the land nearly everything else necessary for comfortable subsistence.

KING GEORGE—This county was formed in 1720 from Richmond county. It lies in the northeastern portion of the State, forty-five miles from Richmond, forming part of the peninsula known as the Northern Neck. It is bordered on the north by the Potomac river, which separates it from the State of Maryland, and on the south by the Rappahannock river, which forms the boundary between it and Carolina and Essex, with Westmoreland and the Potomac on the east and Stafford on the west, and contains an area of 183 square miles. Population, 1910 census, 6,378.

The surface is rolling, lands generally good, especially on the rivers, and easily cultivated. The leading farm products are corn, alfalfa, wheat, rye, oats, and potatoes, of which considerable quantities are produced. Fruits of all kinds are raised and small fruits especially pay well in this section. The rich river lands are especially adapted to the cultivation of trucks and vegetables, and this industry is a very important one. Stock succeeds finely, especially sheep, the climate being so mild very little provender is required for them. Poultry raising is also a profitable industry.

Marl of various kinds is found in abundance and has been successfully used for many years in improvement of the soils. Sawmills in various districts are engaged in the manufacture of forest products to a considerable extent.

The county has no railroads, but the deficiency is amply supplied by the splendid water transportation. With the Potomac on the northern border and the Rappahannock on its southern, it has a frontage of twenty miles on each river at convenient points upon which steamers and sail vessels touch for freight and passengers to and from Fredericksburg, Alexandria, Washington, Norfolk and Baltimore. Besides the valuable transportation afforded by these streams, they furnish large resources in fish, oysters and wild fowl, the first ranking as one of the most important industries of the county.

King George, the county seat, is a small village, located in the central part of the county.

Like other counties in the Northern Neck this is a fine farming section. The largest alfalfa farm in the East is in this county. The farmers are progressive, improved methods are practiced and interest is manifested in demonstrations.

KING WILLIAM—This county was formed in 1701 from King and Queen. It is situated twenty miles northwest from Richmond on a narrow peninsula between the Mattaponi and Pamunkey rivers, uniting at West Point to form the York. It is thirty miles long, with an average width of about eight miles, and contains an area of 246 square miles. The population is about 9,500. Elevation, nine feet above sea level.

On the rivers the surface is level; otherwise, rolling. The soil, generally, is a light chocolate, with clay subsoil, and is very productive, especially on the river lands. Farm products are corn, wheat, tobacco, oats, peanuts, peas, potatoes; wheat, corn and hay leading. Clover, timothy, millet, alfalfa and other hay crops do well. Trucking in the lower end of the county is very profitable, due to easy and quick transportation. Fruits, melons and vegetables are grown in abundance.

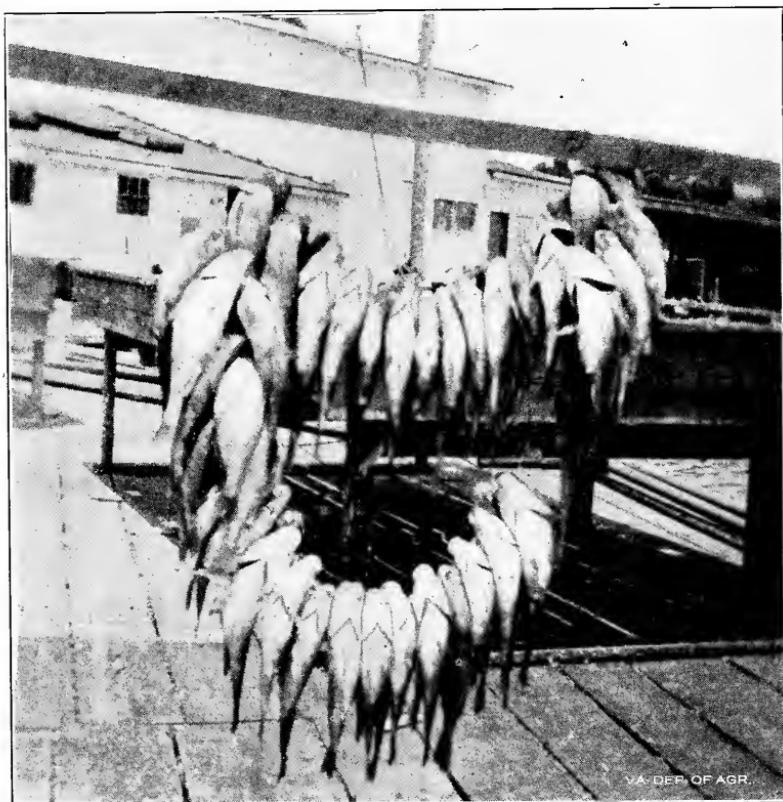
In the lower end of the county the fish and oyster industry is also important. All choice varieties of fish, such as shad, herring, rock, trout, etc., are supplied by the Mattaponi and Pamunkey rivers, bounding two sides of the county. Water fowls are also abundant. The poultry industry is profitable, especially for the early markets. The large farms are well adapted also to stock raising which is successfully practiced.

Pulp wood, fire wood and the usual varieties of lumber are products of the forest, the manufacture of which is an important industry in the county.

This county has good shipping facilities and market advantages, by rail or water, with the York River Branch of the Southern Railway, steamers and vessels traversing both rivers, and regular lines plying between West Point, Baltimore and Norfolk, by way of York river. There is considerable mileage of improved roads, and construction and maintenance are receiving attention.

King William, the county seat, is twenty-seven miles northeast from Richmond, and two miles from the Mattaponi river. West Point is an enterprising town of 3,000 people. A pulp mill, flour mill, furniture factory, lime-grinding plant (oyster shells), and the fish and oyster business represent the active industries of this town. A ship yard, near West Point, is a recent development. The county is served by two banks.

A good soil, exceptional market advantages, the general condition of farms, rural life with adequate schools and churches, and industrial activity are prominent factors of interest in this county.



A catch of fish

LANCASTER—Located in the northeastern part of the State, Lancaster was formed in 1651 from Northumberland. It lies on the banks of the Rappahannock and Chesapeake Bay, fifty miles from Norfolk and sixty miles, air line, from Richmond. The area is 137 square miles—80,486 acres. There are 950 farms, the average size being sixty acres. The population at present is estimated to be 10,500.

The surface is mostly level; in some parts rolling. The soil is sandy loam with clay subsoil, and is easily improved with nitrogen-gathering crops and the judicious use of commercial fertilizer. The leading farm crops are tomatoes, potatoes, corn, peas, asparagus, and other truck crops. Trucking is the most important agricultural industry, fostered by cheap transportation rates to excellent markets. Some of the soils produce fine crops of corn, wheat, oats and grasses. For many years this county has had the distinction of shipping the first early wheat from Virginia into Baltimore market. Early fruits and berries are especially profitable.

The most important sources of profit and support to the people are the fish, crab and oyster industries, the county being in the center of the great Chesapeake Bay oyster beds.

The live stock of the county consist of horses, cattle, sheep and hogs, all of which are raised to some extent; but poultry raising attracts more attention on account of easy access to market and the great demand for eggs.

Ties and excelsior are products of the forests manufactured in considerable quantity. Other industries are canning factories, the menhaden fish fertilizer business (four factories in number), and the State Lime-Grinding plant, consuming many thousand bushels of oyster shells annually. The canning of tomatoes, fish and roe is attracting to the county capital and new settlers.

As one of the counties of the Northern Neck of Virginia, there are no railroads, but water transportation facilities are excellent, with steamers plying daily between Baltimore, Norfolk and Fredericksburg touching at various landings in the county. The rural roads are in fair condition, construction and maintenance work receiving attention. Schools and churches are adequate. There are five high schools and many other primary and grammar schools. There are churches of all denominations, the Methodist and Baptist predominating.

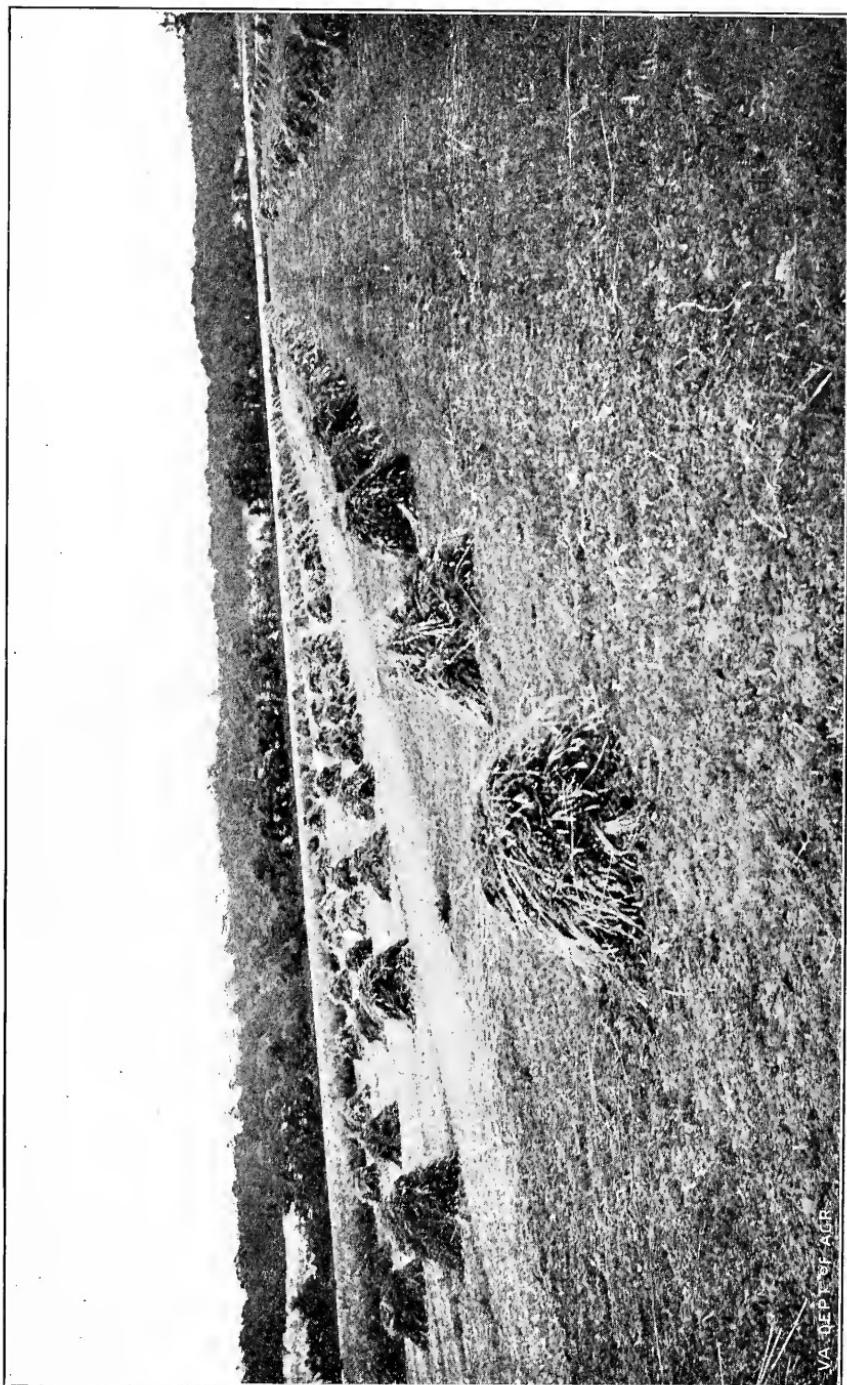
Lancaster, the county seat, with 150 people, is located in the northern part of the county. Irvington, the largest town, has a population of 1,200, with a number of stores, a strong bank, newspaper plant, and is the center of the oyster and fish industry, being an important shipping and receiving point. Kilmarnock is an important town of 800 people, twenty stores, a newspaper plant, bank, etc. Whitestone and Morattico are other towns of interest.

Splendidly located for easy transportation and accessible markets, the fine fish and trucking industry of this county offer an inviting field for operation.

LEE—Named in honor of Henry Lee, then Governor of Virginia, Lee county was formed from Russell in 1792. It lies on the southeastern slope of the Cumberland mountains, in the extreme southwest corner of the State, 450 miles from Richmond, having Kentucky on the north and west, Tennessee on the south, and Scott and Wise counties on the east. At its extreme western limit it is marked by the widely known Cumberland Gap. The county is sixty miles in length by seventeen in breadth, and contains an area of 433 square miles. The population is about 24,500.

The surface is hilly and some parts mountainous, especially the western part, but the mountains are generally fertile to the top. The soil is limestone and sandstone, and, while a large portion of the county is very fertile and productive, the two principal valleys in the eastern part are especially noted in this respect. One-half of the area of the county is in cultivation, producing abundant crops of corn, wheat, oats, rye, potatoes, hay, etc. Tobacco of fine grades is also cultivated. The average yield of corn is twenty-five bushels per acre, the best lands yielding from fifty to seventy-five bushels per acre. Wheat yields are from fifteen to thirty bushels per acre.

This is an excellent grass country for both the cultivated and the indigenous bluegrass, especially in the eastern portion. The broad and beautiful valleys in this section having been converted into grazing lands, the county is at the front in production of horses, sheep and cattle, having an annual surplus of 6,000 sheep and many thousand cattle, the great proportion



The hay crop in Virginia last year averaged \$23.00 per ton

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being stock cattle. This county has also ranked among the first in the State in hog production. Considerable attention is paid to the cultivation of fruit, many hundred acres being in orchards of the various varieties. Fruit growing and stock raising rank as the most important industries of the county.

The county is rich in minerals, such as iron, coal, lead, zinc, limestone, barytes and kaolin, but the most important are iron and coal, which properly developed will be a source of vast wealth to the county. To an almost unlimited extent of fossil red iron ores are added extensive deposits of brown ores and of coals. The county contains some of the finest veins known of bituminous, splint and cannel coal. There are also mineral waters—chalybeate, white, red and black sulphur—but not important to any great extent.

Transportation is furnished by the Louisville and Nashville Railroad, extending through the entire length of the county, and the Virginian and Southwestern extending through a small portion of the county. The rural roads are kept in good condition. The main road through the county is a part of the Bristol-Lexington highway.

The county is well watered by Powell's river and its tributaries. In the southeastern and eastern corners, Black Water and Wild Cat creeks flow through small sections of the county. These streams afford fine water powers, from sixty to 250 feet of water power per second. Powell's river, towards its lower end in the county, is navigable through the winter months by bateau, and furnishes transportation for large quantities of grain and forest products, 50,000 bushels of wheat being shipped by this means during the winter season. However, this method of transportation has been largely superseded by railroads.

Jonesville, the county seat, is a thriving town of 1,000 inhabitants, situated about the center of the county. Other towns of importance and thrift are Pennington Gap, Dryden and Boone's Path, all with strong State banks to meet the increasing business interests of this section.

The vast agricultural and mineral wealth of this prosperous county cannot fail to attract increasing interest.

LOUDOUN—Formed in 1757 from Fairfax, Loudoun is the northernmost of the Piedmont counties, 100 miles north of Richmond, lying on the eastern slope of the Blue Ridge mountains. It contains an area of 519 square miles, with a population, 1910 census, of 21,167.

The surface is varied, with mountains, gently sloping hills and broad valleys. A large per cent. of the land is under cultivation, of which the greater part is very fertile. The soil is clay and loam, with some sand. The farm products are wheat, corn, rye, oats and hay; wheat and corn leading with an average production of thirty-five bushels of corn per acre and eighteen bushels of wheat. Cattle, horses, hogs, dairy products and orcharding are other industries of vast importance. The county takes first rank in the production of corn and third in amount of wheat and grass. Bluegrass is indigenous here, rivaling the best bluegrass sods of Kentucky.

Much attention is paid to improved breeds of horses, cattle, sheep and hogs. There are community breeds of Percherons, Guernseys, Berkshires, Durocs, and standard poultry is generally adopted. Loudoun ranks high in the number of her milch cows and much improvement is noted in dairy stock. Large quantities of butter, milk and cream are shipped daily to Washington. Peach growing with apple production is becoming an increasing and valuable addition to orchard practices.

Hardwood timber is available for general needs. Pulp wood is important in the eastern section of the county.

Transportation facilities are excellent. The Washington and Old Dominion Railroad runs through the heart of the county, the Potomac with Chesapeake and Ohio canal on the north boundary, and regular rural motor express service over all roads. There are fifty miles of improved roads and many routes under improved construction.

Leesburg, the county seat, is a thriving town of 2,500. Industries in operation are a woodworking plant, supply houses for farm machinery, etc., lime kilns and quarry. The town and community is served by a strong bank.

Purcellville, with population of 1,500, has a creamery, woodworking plants, powerhouse, ice plant, a laundry and a bank. Hamilton, Bluemont, Round Hill and Ashburn are other important towns with roller mills, saw mills and other industries.

The farmers in this county are well organized. The farms are very up-to-date, operated with the most improved machinery and equipment for saving labor, milking machines, farm tractors, etc. Lime has been generally used and a systematic and fixed rotation of crops practiced for many years. There are ten high schools in the county, one agricultural high school, and three or more high schools with special teachers in agriculture and domestic subjects. All leading denominations are represented in the churches of the county.

LOUISA—Situated in the central part of the State, in what is known as Piedmont Virginia, forty-five miles northwest from Richmond, this county was formed in 1792 from Hanover. It is thirty miles long and about eighteen miles wide, containing an area of 529 square miles. The population, according to 1910 census, was 16,578, a normal increase being reported since. The altitude is 453 feet.

The surface of the county is gently undulating. The soil is generally a granite or gray soil, with clay subsoil, and of good quality. In the western part of the county the lands are very fertile, embracing the noted Green Spring district, supposed to be the bed of an ancient lake. Along the borders of the streams are many wide and fertile flats, while on the uplands may be found every variety and quality of soil.

Farm products are tobacco, wheat, corn, hay, oats, potatoes, etc., tobacco, wheat, corn and hay leading. Fruits of every variety are successfully grown, especially small fruits, grapes, berries and melons. Excellent fields of alfalfa are being grown. Stock raising and grazing are specialties with some farmers. Hog raising is a profitable industry, also dairying and poultry, the western, or Green Spring section, being especially adapted to stock. The convenience of the Richmond market renders dairying and poultry especially profitable.

The manufacture of timber is an important industry—ties, poles, and a great deal of pine and oak lumber. The mineral interest in this county is great. The county is rich in gold, copper, iron, mica, soapstone, ochre and pyrites. The pyrite mines, located near Mineral, are the largest in the United States. Gold has been mined in this county with varying success, and often profitable. A mica vein has also been worked, and extensive beds of iron ore lie contiguous to the Chesapeake and Ohio Railway.

The county is well watered by the North and South Anna rivers and their tributaries, which also furnish abundant water power. Good flour and corn mills are located in every neighborhood. There are splendid iron bridges over these rivers, bespeaking the enterprise and public spirit of the people.

Railroad facilities are ample, and are furnished by the Chesapeake and Ohio, extending almost through the entire length of the county, and the Southern Railway, skirting the western end. These bring the county into convenient communication with Richmond city, its principal market, and with the country north and west. There are about thirty-five miles of improved road with good work under construction. A county Good Roads Association is doing some work in co-operation with the State Highway Department.

The county is served by five banks; two at Louisa, the county seat; two at Mineral, a town of 300 people; and one at Sulphur Mines. Farmers are well organized in this county. There are cattle breeders' associations, one community fair, and a county fair association. A recent industrial

development is the establishment of a cheese factory at Apple Grove. Schools are progressive and churches are numerous.

Although, from this brief review, it is evident that the county's interests are varied, the agricultural interest is foremost. The general condition of farms indicate progress and improvement in farm practices. Homeseekers find here a genial clime, a good soil, an accessible location, and a friendly people.

LUNENBURG—This county was formed in 1746 from Brunswick. It lies near the North Carolina border, fifty-one miles southwest of Richmond and 125 miles west of Norfolk. The county is thirty miles long, with an average width of fifteen miles, and contains an area of 471 square miles. The estimated population at present is 15,780.

Lunenburg, one of the richest and most fertile counties of the State, was probably the least known until recent railroad developments. Its rich and virgin soil, its vast forests of timber long lay dormant, awaiting the shrill whistle of the locomotive and the quickening touch of progress to awaken them to life and to bring wealth to the capitalist, the investor and the farmer. This long-felt want was supplied and the development is unparalleled.

The surface of the county is rolling, with a mean elevation of from 50 to 150 feet above sea level, rising at points to 580 feet. The soil is a grayish slate, with a firm red subsoil, being comparatively level and easily tilled. Agricultural machinery of all kinds can be used to great advantage. Farm products are wheat, corn, oats, the grasses, clovers, cotton and tobacco, tobacco and corn being the leading crops. Here are found some of the best and most varied tobacco lands in the State, producing in abundance the heavy shipping and light leaf tobacco. The bottoms on the Meherrin and Nottoway rivers and the bottom lands on the many creeks are regarded as among the best corn producing lands in Virginia. The lands are especially adapted to the grasses. The growing of more grass and alfalfa, and consequent increase in stock raising, is an agricultural development of great promise and profit to the farmers of Lunenburg. Conditions are excellent for cattle raising, sheep, hogs and dairying.

Pine, oak, hickory, cedar, birch, sycamore, gum, maple, and other trees abound in profusion. The manufacture of oak and pine timber is an industry of vast importance. All over the county of Lunenburg there are outcroppings of superior granite, which is susceptible of a high state of polish.

The Virginian Railway furnishes excellent transportation facilities through the county, making connection with North and South trunk lines at points adjacent. There are 175 miles of improved roads and much interest is manifested in construction and maintenance.

The farmers are well organized. Educational advantages are good; the schools are largely attended and higher schools and colleges are within easy reach.

The principal towns are Victoria, Kenbridge and Dundas. Lunenburg Courthouse is the county seat. Victoria, the largest town, has a population of 3,000. It is a railroad division point, with two banks and large lumber industries. Kenbridge, with 1,000 population, is a thriving town, with two banks, a live tobacco market and extensive lumber industries. Dundas, with 300 people, is the center of lumber and farming industries.

Any one desiring a location in a healthy, prosperous section should not overlook Lunenburg.

MADISON—This county lies on the east side of the Blue Ridge mountains, in the northern part of the State, sixty-five miles northwest of Richmond, and was formed from Culpeper in 1792. On the northwest is Page, from which it is separated by the Blue Ridge mountains; on the north, Rappahannock; Culpeper on the east; with Orange on the southeast and

Greene on the southwest, the Rapidan river forming the dividing line. It contains an area of 336 square miles, with a population of 10,500.

The surface is rolling, the soil varying from loam, sand and slate to red clay, and is very productive, especially on the rivers, which embrace extensive and fertile bottoms. This is an excellent grass and grain producing county; the slopes of the mountains are especially adapted to tobacco and potatoes. Corn, fruit and cattle are the leading farm products.

Owing to exemption from late frosts, this county is especially adapted to fruit culture; the Pippin and other valuable apples grow well. Grape culture is also a profitable industry. Vegetables do well, and there has been considerable increase in the dairy products of the county. The Blue Ridge mountains extending along the entire northwest border are 3,860 feet above



Sheep raising in Tidewater Virginia

sea level at the highest point. The top and slopes furnish excellent grazing when cleared, and cattle there thrive well, owing to lower temperature and freedom from insect annoyance.

The forests abound in a considerable amount of hardwood. There is no manufacturing of timber as yet. Motor trucks and wagons furnish transportation facilities over roads that are being improved, with some mileage macadamized.

The county is well supplied with churches and educational advantages are fair. Madison, the county seat, is a banking town, with a population of 300, a splendid high school, numerous stores, etc.

The development of the resources of Madison county has been handicapped by lack of railroad transportation. However, a new railroad from Orange to Graves Mill in this county is now in process of construction—the Rapidan Railway—which when completed will develop the fine timber lands of Madison and Greene and bring this magnificent farming, fruit-growing and stock raising section into closer touch with the outside world.

MATHEWS—Mathews county is located on the western shore of the Chesapeake Bay, 120 miles south of Washington, about ninety miles east of Richmond and twenty-six miles north of Old Point Comfort, Hampton and Newport News. It was formed from Gloucester in 1790, and is one of the extreme eastern counties of the State, forming a peninsula, united to the main land by a very narrow neck of country. It is twenty miles long and nine miles across at the widest point, containing an area of ninety-two square miles. The population is 9,500.

The county is nearly surrounded by the salt water of the Chesapeake and Mobjack Bays; and owing to the many inlets it has a water frontage of over 150 miles. The surface is level; the soil is a medium loam, with just enough of sand to make it easy to till and early. Farm products are corn, wheat, rye and oats. Alfalfa and other legumes yield well, and also other hay crops. Fruits do well. The county is particularly adapted to the raising of trucks and vegetables. The growing period lasts from February until December. Large yields of onions and potatoes are reported. Conditions are well adapted to poultry raising, which is a considerable industry.

Shell marl is found in many localities, and utilized to some extent; also a species of peat, well adapted to composting, is found in the ravines. The principal forest products are pine and oak.

Mathews ranks among the first counties in this section in the yield of its fisheries, and is also renowned for their superior excellence. Fish, oysters, clams, crabs and wild fowl can be taken at little cost from the water.

The nearest railway station is West Point, in King William county, distant about thirty miles, but this deficiency is amply supplied by daily steamers from Norfolk and other seaboard cities. The Old Dominion steamers call at thirteen different wharves in the county, the produce of this county thus reaching nearby and distant markets in less than twenty-four hours. Rural roads are in fair condition. Like other Tidewater counties, Mathews is lacking in suitable material for road building, but suitable material can be shipped in at moderate cost, and road construction and maintenance is not neglected.

The leading Protestant denominations are represented in this county. Educational advantages are good, four fine high schools in operation. The county is thickly settled, many of the people being descendants of original settlers noted for their liberal hospitality.

In addition to the surrounding waters mentioned, the East river, extending through the central part of the county, divides it into two nearly equal parts, called East and West Mathews.

Mathews, in the center of the county, is the county seat. This is an attractive country village, with a good high school, and is the site of the Bank of Mathews.

In location, climate, soil and all conditions—social, agricultural and educational—this county offers exceptional opportunities.

MECKLENBURG—Formed in 1764 from Lunenburg, Mecklenburg county is situated on the southern border of the State, ninety miles southwest from Richmond. The county has an average length of thirty-six miles and a width of twenty miles, containing an area of 640 square miles and a population of 29,256.

The surface is generally undulating, the average elevation above the sea level being about 500 feet. The soils are variable—light sandy to stiff clay—easily cultivated and responding readily to good treatment. Along the valleys of the streams it is alluvial and exceedingly fertile. The leading farm products are tobacco, cotton and corn, with wheat and hay acreage increasing. This is one of the large tobacco-producing counties in the State of very fine grades. The various grasses grow luxuriantly on good soils—clover, alfalfa, orchard grass, timothy, etc. Fruits of all varieties are produced in abundance, and all garden vegetables can be abundantly grown.

Notwithstanding tobacco is the leading crop of the county and farmers have been absorbed in its culture, diversification is claiming the attention

of many leading farmers now. Stock raising and dairying are assuming an important place in agricultural activity, and on account of the mild climate and consequent small cost of raising stock, these industries are destined to assume large and increasing proportions. A live stock association has been organized. The number of pure-bred dairy cattle has increased in the last twelve months. There are ten registered Guernsey bulls. There has been an increase in silos from one in 1914 to twenty-five in 1918, and an increase in registered hogs from ten to 150 in twelve months.

Forest products are pine, oak and hickory. There are a large number of saw mills finding a ready market in two wagon factories, three box factories and a furniture factory.

In some portions of the county gold, copper, granite, soapstone and kaolin exist, but these deposits are undeveloped. Mineral waters are abundant and noted, especially the celebrated Buffalo Lithia Springs, on the southern border of the county, whose waters are famous the world over for their potential health-producing and medicinal properties. At Chase City, Clarksville and Jeffress, near South Hill, there are also mineral waters noted for their medicinal ingredients and adaption to a wide range of diseases.

Educational advantages are exceptional. There is one Smith-Lever High School, located at Chase City, and eight other high schools conveniently distributed over the county. Churches of the leading denominations are well distributed throughout the county also. A progressive and co-operative spirit among farmers is reflected in a Farmers' Union of twenty locals and a County Union.

The road system compares favorably with other counties. There are improved roads in all eight districts of the county. A large mileage of soil roads has been constructed in this county, which have, as a whole, proven satisfactory. Transportation is furnished by the Seaboard Air Line in the western part of the county, the Atlantic and Danville Division of the Southern from east to west and the Keysville and Durham Division from north to south.

The principal towns are Chase City, Clarksville, South Hill, Boydton, La Crosse, Baskerville and Union Level. Boydton is the county seat. Three large tobacco markets are active in Chase City, South Hill and Clarksville. The county is served by ten banks.

The general condition of the farms throughout this county exhibits progress and improvement. Soil improvement practices of liming and growing legume crops—the clovers and alfalfa—are prevailing. Increase in interest in better agriculture is further evinced by the fact that there is a Demonstration Agent in Agriculture and a Home Demonstration Agent.

Mecklenburg won the first Prize County Exhibit at the Virginia State Fair in 1917, Single Farm Exhibit Bale Alfalfa, and other prizes in oats, cowpeas, soy beans, sweet corn. There are seven banks supporting Club work in Corn, Calves and Pigs. Fine opportunities for the homeseeker will be readily noted.

MIDDLESEX—This county was formed from Lancaster in 1675. It is situated in the eastern half of the State, forty miles east of Richmond, and lies between the Rappahannock and Piankank rivers, with Chesapeake Bay on the east. Population, 1910 census, was 8,852.

It is thirty miles long with an average width of six miles, and contains an area of 156 square miles. The surface is generally level, with an elevation above tidewater of ten to thirty feet on the river, and a hundred feet or more further back. The soil is light and dark loam, with clay sub-soil, easily cultivated and readily improved.

Farm products are corn, wheat, oats, hay, etc., and the lands are especially adapted in some parts to the growth of legumes, clovers, etc. Peaches, pears, apples, plums, apricots, and the smaller fruits do well; also vegetables of the various kinds, finding a ready market in vegetable and fruit

canneries. Being convenient to market, the county is most favorably located for trucking, to which the soil in the lower part of the county is especially adapted.

Stock raising is an important industry to some extent, the most profitable branch being spring lambs. Poultry is a profitable and increasing industry, with large poultry establishments in the county. The most extensive and profitable industry, however, is in fish and oysters, for which this county is scarcely second in the State. It has fish and oyster canneries and fish fertilizer factories.

Large deposits of marl abound, and this has been extensively used with great benefit to the soil in connection with clover and cowpeas in proper rotation of crops. Forest products are oak, pine, chestnut, ash and cypress of good quality and quantity.

The county is well watered by surrounding water courses and their tributary streams, which also afford water power for numerous grist mills. There are also many steam mills in operation.

Water communication and transporation is direct by daily steamers to Baltimore, Fredericksburg and Norfolk. A large mileage of sand-clay roads has been constructed and is proving very satisfactory. Schools and churches are ample and well located.

Saluda, the county seat, located near the center of the county, is an attractive village in a prosperous, intelligent community.

Urbanna is an important shipping point on the Rappahannock river and is the seat of the Bank of Middlesex.

MONTGOMERY—This county was formed in 1776 from a portion of the territory then known as the Fincastle district. The balance of the district was merged into Washington and Kentucky counties, the latter comprising the present State of Kentucky. Montgomery has since been shorn of much of its original territory by the formation of several new counties on every side. It is 175 miles southwest from Richmond, about midway between the capital city and the extreme southwest, and is about twenty-two miles on each of its irregular sides, containing an area of 394 square miles. The population is 18,768. Altitude, 2,200 feet at Christiansburg.

The surface of this county is rolling and mountainous generally. The soil varies according to the geological structure, being principally clay and limestone, and some portions slate and freestone; the latter a lighter soil, and generally thin and sterile on the hills. The greater portion of the county is very rich and productive, yielding fine crops of corn, wheat, oats, rye, apples, hay, and grasses. The cultivation of tomatoes is becoming a considerable industry also.

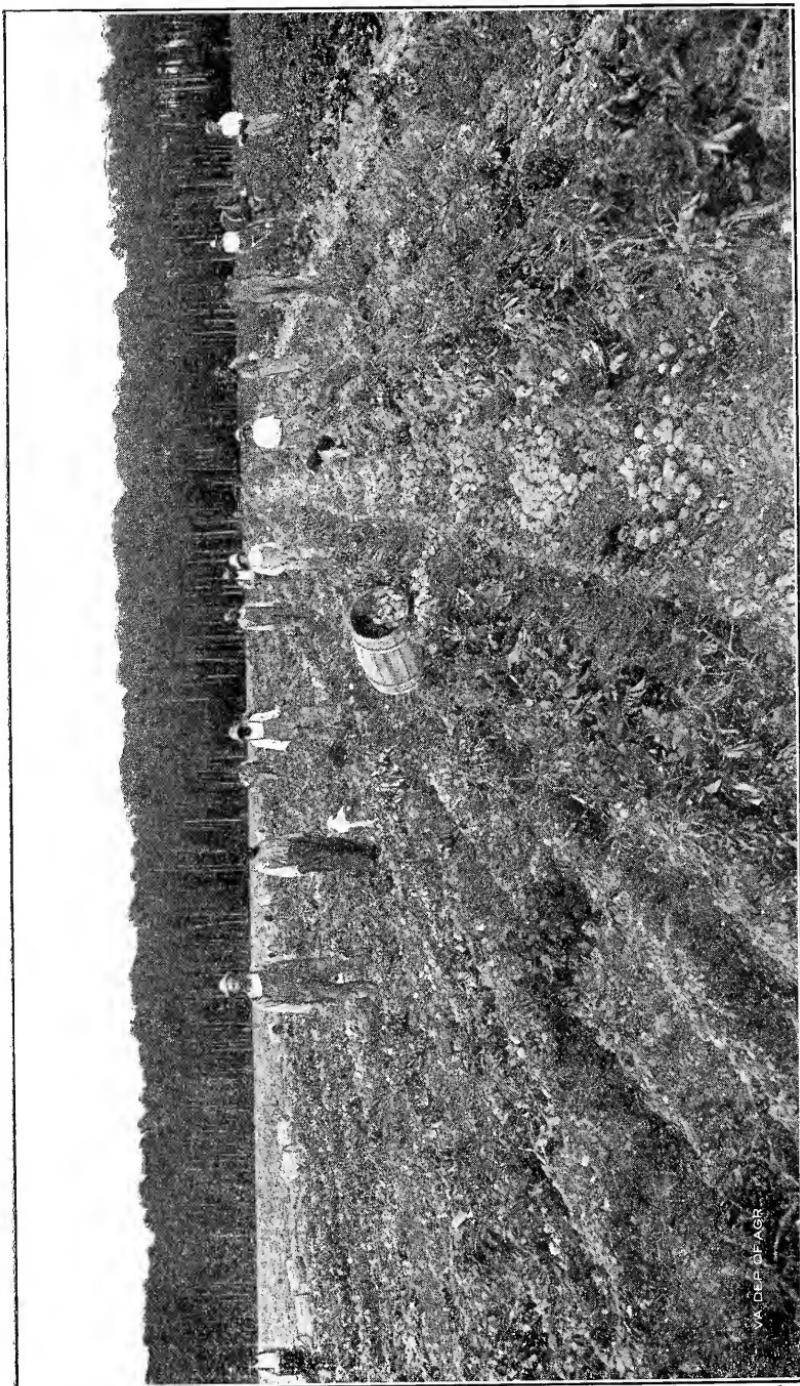
The county is especially adapted to the grasses, both the cultivated and the natural blue grass, so that the production of hay, grazing and stock raising—sheep, hogs, cattle—are extensively carried on and are very profitable sources of revenue. Some of the finest herds of Shorthorn cattle in this State are found in Montgomery, and it is also especially adapted to the raising of sheep. Fruits of all kinds are readily and abundantly grown, and the vegetable and dairy products are also items of considerable revenue to the farmer, the dairy industry increasing in some sections.

Hard and softwood timbers are found, and the manufacture of timber is an important industry; one large furniture factory is located at Cambria.

Transportation is supplied by the Norfolk and Western and Virginian Railways. Road improvement and construction is receiving considerable attention. Limestone is found in practically all sections of the county, except on high elevations, where the formations are shale and sandstone. A part of the drainage of the county goes into the Roanoke and a part into New river, Montgomery lying at the watershed between the Atlantic and the Gulf of Mexico.

Farmers' organizations in this county are active; educational advantages are good and improving and many churches are well distributed.

Christiansburg, the county seat, is situated near the center of the



Early round potato crop on the "Eastern Shore" of Virginia

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county, one mile south of Christiansburg station, on the Norfolk and Western Railroad, and on the summit of the Alleghany mountains, 2,200 feet above tidewater. It is a beautiful and growing town, with a population of 1,800, surrounded by a fertile and picturesque country. Redford, a city of 5,000, situated at the intersection of three branches of the Norfolk and Western Railroad, is ideally located for the assembling of the rich resources of that district. Cambria is an enterprising town of 800 population, with manufacturing interests and a strong bank.

Blacksburg, with a population of 1,000, is especially noted as the seat of the Virginia Polytechnic Institute and Agricultural College. This is a military institution doing excellent work in educating the young men of the State in agriculture, mechanical arts and engineering. Short winter courses in agriculture are offered the progressive farmer also. The plant is well equipped—buildings large and commodious, and the grounds extensive and very attractive. The college farm, consisting of 338 acres of excellent land in fine state of cultivation, is devoted to experimental purposes. The shops are well equipped with valuable machinery for iron and wood work, also with foundry and forge. The income consists of an annuity from the Federal government and liberal appropriations by the State. It is one of the largest and most progressive schools in the State, being taxed to its full capacity in the number of students. The military feature is especially attractive and useful.

Montgomery county during the past five years has made remarkable progress in improvement of farms, increasing the production in well-bred live stock and grain, and, in fact, in all farm products, as well as increased output from its anthracite coal mines. All agricultural and industrial development receives an impetus from the great advantage in proximity to the State Agricultural and Mechanical College in its midst. Land is advancing in prices as development merits.

NANSEMOND—Located in the southeastern part of the State, sixty-five miles from Richmond, this county was formed in 1639 from Isle of Wight. It is thirty-five miles long and nineteen miles wide, extending from Hampton Roads on the north to North Carolina on the south, and contains an area of 393 square miles. The population, exclusive of the town of Suffolk, is about 30,000, showing a material increase over 1910 census.

The soil is a sandy loam (the "Norfolk" loam), with clay subsoil. The lands on the river are of very fine quality. Peanuts and cotton are the farm products in which this county leads. Corn, oats, wheat, forage crops, alfalfa and other legumes are standard crops also. In 1912 Nansemond county led the United States in the production of seed cotton to the acre. The county is divided somewhat sharply into two farming sections; the trucking section in the eastern part of the county, and the general farming section in the western part. The trucking section raises the usual truck crops, potatoes, spinach, cabbage, kale, melons, garden peas, etc. The soil is well adapted to the growing of all crops known as general truck. The upper portion or western portion devotes itself to general farming. There is hardly a crop grown in Virginia that cannot be found somewhere in Nansemond. In addition to the standard crops mentioned, good crops of tobacco, hay of different sorts, peaches and apples will be found scattered throughout the county. The production of grapes is a very important industry. There is hardly a home in Nansemond without its scuppernong grape arbor, and they always bear good crops.

A great variety of legume crops is grown, as soiling, pasture and hay crops. This means that the land is kept in a good state of cultivation and fertilizer bills are saved. There is a record of over seven tons of alfalfa to the acre for one grower, and a wheat record of 39½ bushels to the acre. Soja beans have been long grown in this county, but in recent years they have come into greater popularity as a forage crop for hogs. Nansemond is third in the State in the number of hogs raised, and there is hardly a farm without some soja beans to help produce the Smithfield ham. The dairy interest is as yet undeveloped, but market facilities and general con-

ditions suggest it as a successful industry for the future. Good pasture is assured the effort in making and any number of crops can be grown for silage and for concentrates.

The forests contain pine, cypress and juniper, and the manufacture of this timber is an important industry. Nansemond has a valuable asset in its extreme southeastern corner in the Dismal Swamp. This swamp furnishes valuable timber to the large mills situated in Suffolk and throughout the county, cypress, juniper, pine and gum leading. The higher sandy ridges of the county grow the best kind of long leaf pine.

A great abundance of marl of superior quality is found and much used on the lands. In climate, health and water this county compares favorably with other portions of this section of the State. One of the oldest farmers' organizations in the State is in Nansemond county, formed primarily for the purchase of fertilizer. There are several hundred farmers members of organizations manifesting an interest in progress and co-operation and other agencies, all working in closest harmony for the betterment of rural conditions.

Educational advantages are excellent. There are three accredited high schools and six other schools doing high school work. In all there are seventy-six school rooms opened in this county for the whites and forty-two for the colored. A county so well favored with schools must be well supplied with churches. There are a number of well furnished churches all over the county.

Although the roads are not of the highest improved type, much progress has been made in road improvement. All the main thoroughfares are improved and permit the use of automobiles and heavy trucks. Six railroads converge in Suffolk, connecting this point with the large cities of the country. Nansemond river is a big waterway from Hampton Roads to Suffolk and navigable by steamers of large size. Fish and oysters are abundant; also water fowl, such as duck, geese and swan.

Suffolk, the county seat, is an important city of 13,000 people. It is the largest peanut market in the world and is a manufacturing center for forest products. It is also a banking center of note. Cotton goods, peanuts, timber, and candy are all manufactured here, while merchandising of all kinds make it an ideal city for a farming community. There are six trunk line railroads, running south, west and north, and twenty miles east of Suffolk her rail connections end in deep water terminals on the great harbor of Hampton Roads, furnishing an outlet for her products by foreign and coastwise vessels to every part of the world.

Other towns are Whaleyville, a mill town of several hundred inhabitants supported by a large lumber manufacturing plant; Holland, a trading center and cotton market for the western part of the county, with a thriving business and a splendid back country; and Driver, located in the trucking section, and of interest also because of its splendid Agricultural High School.

Agriculturally and industrially this county is in a good condition. The area under cultivation has increased considerably in the past decade. The general aspect of the farms is one of progress and improvement; more labor-saving machinery is being used; rural homes are attractive; barns are well kept—all but an earnest of what a county so splendidly endowed may hope to accomplish in future.

NELSON—This county was formed in 1797 from Amherst, and lies on the eastern slope of the Blue Ridge, seventy-five miles west of Richmond. It is separated from Augusta on the northwest by the Blue Ridge mountains and from Buckingham on the northeast by the James river, and contains an area of 472 square miles. The population is 17,800.

The surface is rolling, the soil generally red clay, except on the rivers, which is a dark alluvial soil, very productive. Farm products are corn, wheat, oats, rye, tobacco, buckwheat, and the grasses, especially timothy and clover. The mountain lands furnish fine pasturage. Horses, cattle and sheep, especially, are raised in large numbers for the northern markets.

Poultry is extensively raised also. Of the various products of the county, however, tobacco is the chief money crop.

The county is especially adapted to fruits and vegetables of all kinds; indeed, it may be considered one of the best sections of the State for fruit. The Albemarle Pippin and the Pilot, another famous apple, and a native of Nelson, flourish here. Grapes also grow to perfection and are receiving increased attention. There are several large vineyards in the county.

Minerals are iron ore, both hematite and magnetic, copper, manganese, lead, asbestos, kaolin and soapstone; of which iron, copper and manganese have been worked to considerable extent. The manufacture of soapstone into washtubs is a large industry. Chalybeate and sulphur waters are found in various sections of the county.

Transportation is furnished by the Southern Railway traversing the county. The county is alive to the building of good rural roads and is making every effort to secure Federal aid for building a road through the county, north and south. Stone for road building is found in varied quality.

Lovington, the county seat, is located in the central part of the county. The Bank of Nelson is located here. Another bank is located at Massies Mill.

Nelson stands in the front rank of Piedmont counties as a fine fruit and live stock section, with soil and other conditions well adapted to general farming.

NEW KENT—Formed from York in 1654, this county lies nine miles east of Richmond, between the Pamunkey and Chickahominy rivers. It is twenty-six miles long and from seven to nine miles wide, containing an area of 233 square miles. The present population is 5,150.

The surface is generally level, but undulating in parts. The soil in the interior is light and sandy; on the river bottom a stiff clay loam. Farm products are corn, wheat, oats, early vegetables, sweet and Irish potatoes, for the last of which the soil is especially adapted. Legume crops—vetch, alfalfa, clover—as well as rape and other valuable grasses, grow here to perfection.

Poultry and trucking are important products, all the more so, owing to proximity to market. Horses, cattle, hogs and sheep do well in this county, especially sheep. These can get green food the year round, except a few days when there is snow, which is soon gone.

Marl is abundant and of excellent quality. The timber consists of ash, oak, hickory, pine, cypress, gum, etc. Much cord wood and lumber is annually shipped from the county.

Railroad transportation is furnished by the Chesapeake and Ohio and the West Point Division of the Southern Railway. The rural roads are of sand-clay construction and are in fair condition. There is a growing interest in their improvement.

New Kent Courthouse, the county seat, is situated in the center of the county. This county bears the distinction of having been the marriage place of George Washington.

Progress and improvement are reflected on many fine farms of this historic county. The homeseeeker will find here conditions well suited to modern developments in farming.

NORFOLK—This county from its earliest days has figured conspicuously in history, and it is one of the richest in agricultural production and in general and varied resources. Its area is 425 square miles. It is the most populous county in the State, having, by the census of 1910, 153,386 people. Due to the enormous war activities in this section, it is impossible to estimate the population to date.

The varied character of the soils, coupled with climatic and transportation superiorities, make this county the local figure in trucking activities. The "Norfolk Sand" is the term by which the government designates the finest trucking ground. It is easily tilled and quick to respond to the ap-

plication of fertilizers, thus insuring maturity several weeks ahead of heavier soils.

No section of the entire country presents a fairer prospect of profit through intensive farming. The influence of the Gulf stream so tempers the rigors of winter and prolongs the season of production that as many as four crops are raised annually from the same ground. The "fo' de war" boast of the planter at a sumptuous banquet that he served nothing save tea, coffee and sugar, which did not come from his own possessions, could be repeated to-day, and the diversity indicated in this boast has been amplified until Norfolk county and the Tidewater section has become the larder for teeming millions in New York and other populous cities. Forty or more different crops are grown for distant markets, including a great variety of fruits and vegetables.

Trucking is a commercial business, requiring the highest order of intelligence and industry, and experience during a series of years has amply proven its profitable character. Rapid transportation is the great factor in its enlargement. Long Island cannot supply fresher green stuff to the New York market than can the Old Dominion steamers and our railroads, which land their freight fifteen hours after leaving the fields. Immense local plants supply the millions of packages and the thousands of tons of fertilizer used in the agricultural activities of this county; laborers in large numbers earn big wages; general business is sustained; bank deposits are swelled to great proportions, the whole bringing prosperity to more people than any other one industry in the State.

Diversification in other agricultural activities is being manifested throughout this county. Dairying is receiving some attention. Sheep, poultry and hogs are coming into prominence, especially hog raising.

Farmers' organizations are strong, with headquarters in the cities of Norfolk and Portsmouth. This county is an almost perfect illustration of business principles carried over into agriculture. With excellent schools and churches the county is well supplied.

The roads are in first-class condition, mostly cement. The main thoroughfares leading to the harbor are such that the auto truck is said to haul one-fourth of the great output of truck crops. Railways—more than half-dozen—pass through the trucking section.

There are no "towns" in Norfolk county—it is all cities, suburbs and farms. Everybody does banking in the great cities on and around Hampton Roads. Norfolk city has a normal population of 125,000 people, with a population of 235,000 in a radius of twenty-five miles. It is the second greatest port of the United States with an immense business in shipments of coal, peanuts, lumber, sea food and vegetables. Portsmouth is situated on the Elizabeth river, immediately on the Hampton Roads basin. It is the terminus of three trunk line railroads, and has direct connection with five others. Government industries here represent an enormous investment covering an immense acreage.

Location, climate, soil, an almost faultless system of rail and water transportation and an intelligent citizenship have combined to bring the prosperity of this section to its present proportions, and are an ample guarantee of its future.

NORTHAMPTON—Occupying the southern portion of the Eastern Shore peninsula, seventy-eight miles from Richmond, with the Atlantic Ocean on the east, Chesapeake Bay on the west, and Accomac county (of which it was originally a part) on the north, lies Northampton county. Thirty miles long, with an average width of five miles, this county contains an area of 252 square miles, with a population of 20,472, an estimated increase of 3,000 over 1910 census.

The surface is level, the soil light sandy, with clay subsoil, very easily improved. Farm products in which the county leads are Irish and sweet potatoes, trucks, corn and oats. Fruits do well, especially apples, and the smaller fruits and berries. The county is especially adapted to the growth of vegetables, ranking first in the State for the yield in onions per acre.

Trucking is carried on very extensively, the land being especially adapted to this industry and scarcely excelled in any other section. The most important and profitable products are Irish and sweet potatoes, abundant crops of both being the rule.

The present condition of farms in this county is reported excellent. Grazing facilities are good and recent development in sheep, cattle, hog raising and poultry is noteworthy. The county affords also excellent opportunities for dairying. Forest products of pine, oak, walnut and hickory abound, and the manufacture of timber is an important industry.

The numerous rivers, bays and inlets with which its shores are indented contain fish and oysters in great quantity, variety, and of superior excellence, forming a source of cheap and luxurious living and large revenue to the inhabitants. Water fowls are also abundant and a source of much profit and sport to the huntsman.

The New York, Philadelphia and Norfolk Railroad passes through the county for twenty miles, terminating at Cape Charles, on the Chesapeake Bay, a town of 3,000 inhabitants, from which point a steam tug and barge line connects with Norfolk, thus affording excellent transportation to the north and south. Eastville is the county seat.

A spirit of enterprise and progress pervades the county. There are three farmers' organizations; educational advantages are fine; churches of all denominations; and roads excellent.

NORTHUMBERLAND—Lying at the mouth of the Potomac river, on the Chesapeake Bay, sixty miles northeast from Richmond, Northumberland, one of the five counties constituting the Northern Neck of Virginia, was formed in 1648. It is twenty-five miles long and seven to eight miles wide, containing an area of 235 square miles. About forty-five per cent. of this area is in cultivation. The population is about 11,500.

The surface of the county is level, the soil rich and alluvial on the streams; on the inlands, light and sandy and easily improved. The farm products are corn, wheat, oats, rye, sweet and Irish potatoes. Clover and other legumes grow abundantly, and the raising of clover seed has assumed considerable proportions in this county. Garden vegetables and fruits of all kinds are of the best produced. Poultry is an industry of importance, large numbers of fowls and eggs being marketed. The soil and market facilities favor the trucking industry, which is increasing yearly. There are some good breeds of stock kept and conditions are favorable for this industry.

The most valuable timbers are oak, pine, poplar and chestnut, the forests being considerably depleted, but the cord wood and tie industry is still important. Poplar is also exported.

The county is scarcely second to any in the State in extent and value of its fisheries and oyster beds, and water fowls abound in great abundance. The fishing season lasts about half the year, employing a great number of men and vessels. There are many large and important fish factories in operation, engaged in the manufacture of fish oil and fish fertilizer. Other enterprises are oyster-packing plants, planing mills, canneries, and a recent enterprise in projection is the building of a broom factory at Lodge to utilize home-grown material.

Unparalleled commercial facilities exist on account of the numerous navigable waters with coast-line and inland-line of steamers connecting with Baltimore, Washington, Alexandria and Norfolk, affording excellent market advantages for such products as melons, fresh vegetables, oysters, fish, poultry and eggs. Local material is being used to advantage in improvement of rural roads, and increasing attention is given to construction and maintenance. School and church advantages are good.

Heathsville, located in the center of the county, is the county seat. A strong bank at this point serves an enterprising, business community. A bank is also located at Reedville, another town of importance.

Northumberland combines in location and natural resources the splendid opportunities of the Northern Neck.

NOTTOWAY—Nottoway county, situated in the south-central part of the State, thirty-three miles southwest from Richmond, was formed in 1788 from Amelia. It is twenty-five miles long by twenty miles in width, and has an area of 304 square miles, or 198,400 acres. Population at present is estimated at 14,000.

The surface of the county is level. The elevation varies from 200 to not quite 600 feet above sea-level. The soils vary in composition and fertility, clay loams and sand loams predominating. Nottoway county is primarily an agricultural county, the principal crops being corn, wheat, oats and tobacco, especially the latter, of which the yield is very large and of excellent quality. The grasses, alfalfa and other legumes are successfully grown in this county, and the dairy business is quite extensive in some sections. Cattle and hogs are also profitably raised, and this industry bids fair to become very profitable.

Among the forest products are pine, oak, hickory, walnut, poplar, chestnut, cedar and ash. As a result of lumbering and clearing there are now two principal types of forest, the "pine" and "hardwoods" type, and the "pure pine" or "old field" type. The manufacture of lumber is an important industry. Box shooks, staves, spokes, headings, cord wood and railroad ties are manufactured.

Ample water supply and drainage are furnished by the Nottoway and Little Nottoway rivers in the south and tributaries of the Appomattox river in the north. The divide between the Nottoway and Appomattox rivers lies almost in the center of the county, and runs nearly east and west, swinging a little to the northwest and the southeast. Flour mills and many saw mills utilize this water power. The minerals are kaolin, mica, granite and soapstone, but undeveloped.

The transportation facilities of the county are very good. The main line of the Norfolk and Western Railway runs east and west through the center of the county, the northwest corner being crossed by the Richmond and Danville Division of the Southern Railway. These two railroads intersect at Burkeville. The distances from Nottoway Court House, the center of the county, to the large neighboring cities, are as follows: to Richmond, 62 miles; to Lynchburg, 80 miles; to Norfolk, 124 miles. Wagon roads are quite numerous throughout the county. The main roads are now in good condition, and the county is putting them in first-class order as rapidly as possible.

Public schools and churches are numerous. Excellent high schools are located at Blackstone, Crewe and Burkeville. Vocational agriculture is taught at the Burkeville High School.

Blackstone, with a population of 2,500, is the largest town. This is an enterprising town with two banks, manufacturing interests, a live tobacco market, excellent educational advantages, both public and private, numerous churches, and refined social life.

Crewe is an important railroad town, the site of the Norfolk and Western shops for the eastern division. Burkeville, at the intersection of the Norfolk and Western and Southern Railways, is situated in a fine agricultural and dairying section of the county. Nottoway, the county seat, is located near the center of the county, on the Norfolk and Western Railroad. This is an attractive village of several hundred people, with good schools, churches, and water power.

Climate, soil and location combine to make investments in this county as desirable as any in Middle Virginia.

ORANGE—Organized in 1764 from the territory of Spotsylvania. Orange county is sixty miles from Richmond, situated in the Piedmont section. Its greatest length is thirty-eight miles, and width ranges from five to fourteen miles, containing an area of 349 square miles. The population in 1910 was 13,500, with a normal increase reported to date.

The surface in the eastern portion is undulating and hilly; mountainous to some extent in the central and western portion. The soil is a dark, red

clay, producing large crops of grain, grasses, alfalfa and other legumes. This is a fine grass-growing and grazing country. The rearing of cattle, sheep and hogs is extensive, and for these purposes this county is second to none, perhaps, outside of the blue grass region. Dairying has increased fifty per cent. in the past ten years. The county is also peculiarly adapted to fruit growing—apples, cherries, grapes, and all the standard varieties of fruit. Fruit growing and stock raising rank among the most profitable industries of the county.

Forest products indigenous to this section are found.

Indications point now to the manufacture of timber as an important industry. Minerals are iron, gold, asbestos, fire clay, marble and limestone, some of which have been successfully developed.

Two main lines of railroad serve the county—the Southern and Chesapeake and Ohio. Also a narrow gauge—P. F. and P. Railroad—and the new Rapidan Railroad now under construction. Rural roads are good. There are forty odd miles of hard rock road, twenty miles of sand road, and over sixteen miles of improved soil road.

Rural high schools are in every community with population demanding them. The town high schools are well equipped and accredited. Churches of different denominations are sufficient and well located. The county is well under organization by the farmers.

Orange, the county seat, is located in the west central part of the county, eighty miles northwest of Richmond, and is the center of the railroad system of the county. The population is about 2,000. Gordonsville is a town of importance, with 2,000 people.

Recent reports indicate a steady agricultural development; the area under cultivation has increased; increase in quantity and quality of farm products is reported. Industrial activity is manifested in the erection of canning factories, located at Gordonsville and Unionville, respectively. A new railroad is being built from Rapidan, terminating at Orange—the Rapidan Railroad—which will be largely engaged in handling lumber.

PAGE—Constituting a part of the rich and beautiful Shenandoah Valley, Page county was formed from Shenandoah and Rockingham counties in 1831. It is located in the northern part of the State, ninety miles northwest from Richmond. The entire county is a valley, thirty miles in length and about eleven miles in width, with the Blue Ridge for its eastern and the Massanutton mountains as western boundaries. The Shenandoah river traverses its entire length. The area is 347 square miles, and the population, 15,500.

The surface of the county is gently undulating; the soil a rich limestone of great fertility, yielding large crops of wheat, corn, oats, rye, and the grasses. Grazing facilities, especially the Blue Ridge section, are excellent, and horses and cattle and sheep are extensively raised. Fruits and vegetables do well. There are a number of small orchards and several large commercial propositions coming into prominence. The dairy and poultry products are considerable and a source of much profit. Situated within five hours' run of Washington and Baltimore, these cities afford excellent markets, although much of the poultry, dairy and vegetable products find a home market in the hotels, boarding houses, tanneries and other enterprises in the county.

There are a number of saw mills in the county manufacturing the usual timber indigenous to this section. Ocher, manganese and copper are found, and have been developed to a considerable extent.

Convenient transportation north and south is afforded by the Shenandoah Valley Division of the Norfolk and Western Railway. Rural roads are in good condition, construction and maintenance receiving attention.

Schools and churches are conveniently located. The modern spirit of progressiveness and greater efficiency is evinced in the superintendence of the rural and high schools.



Loose leaf tobacco sales, Danville market

W. DEPT. AGRI.

Luray, the county seat, is a beautiful town, situated on the Shenandoah Valley Division of the Norfolk and Western Railway and in the center of the rich and picturesque Page valley. Not only is this an attractive residence town, a popular summer resort and Mecca for the tourist and sightseer with its noted Luray Caverns unrivaled for the marvelous beauty of their crystal-like formations, but its industrial activities are prominent as well. The tannery and bark works located here are large and successful enterprises, employing from 300 to 400 men, with a department for manufacturing belts also. Other industries are flour mills, canneries and lumber manufacturing plants. A large turbine plant on the Shenandoah river furnishes the town with electric light and power. There are two strong banks, well-equipped hotels, the usual stores, a fine high school and adequate churches. "Sky Land," located on the top of Stony mountain, 4,200 feet above the sea, nine miles from Luray, attracts a number of summer visitors from the Northern cities.

The terminal shops of the Shenandoah Valley Division of the Norfolk and Western Railway are located at Shenandoah. The county is served by four banks; two at Luray and one each at Shenandoah and Stanley.

PATRICK—This county was formed from Henry in 1781. It is in the southwestern portion of Virginia, 158 miles from Richmond, air line, and is the most western county of the State south of the Blue Ridge, which forms its western boundary. It contains an area of 489 square miles. Population, 1910, was 17,195.

The red clay soils of this county are well adapted to corn, wheat, oats, rye, tobacco and the grasses. In the southern half, along the North Carolina border, and the portion adjoining Henry county, is the fine tobacco belt. About half the county is really in the famous Blue Ridge section, well adapted to grain, grass and cattle, especially in the northern section on the "Meadows of Dan"—a beautiful plateau on and near the top of the Blue Ridge. Stock raising is a considerable industry, physical conditions making it very profitable.

Patrick is an exceptionally fine fruit county. The soil and climate are peculiarly adapted to its growth, and, this fact being appreciated, vast areas have been converted into orchards. There are six large commercial orchards, two of which contain 60,000 trees, all having near railroad transportation. In addition to these, there are twelve other orchards, containing from 1,000 to 10,000 trees each, besides hundreds of smaller ones giving phenomenal profit. Great productions per tree are recorded in Patrick—90 to 220 bushels per tree in a single year are certified facts. These apples have won first premiums at State Fairs and National Expositions. The best apple zone is 1,300 to 2,500 feet in altitude.

Transportation facilities are good—three railroads terminating in the county. Road construction is receiving attention which will result in marked benefit. The county is well watered by the Dan, Smith, and Mayo rivers, with smaller tributaries. The finest cold, freestone springs abound everywhere.

There are over fifty churches in the county, schools are conveniently located, and R. F. D. routes permeate all sections.

Stuart, the county seat, is a thriving town of 800 population, located in the center of the marvelous orchard section. It is the terminus of the Danville and Western Railroad. This town has two banks, serving a prosperous community.

PITTSYLVANIA—This county was formed in 1667 from Halifax, and is the central southern county of the State, 110 miles southwest from Richmond, and bordering the North Carolina line. It is thirty-five miles long and is the ~~second~~^{886/803} largest county in area in the State, containing ~~square~~^{886/803} miles. The present population is estimated at 51,500. Elevation, 624 feet at Chatham.



Priming method of harvesting tobacco by pulling leaves as they ripen and stringing for flue curing

VA DEP OF AGR

The surface is generally rolling and hilly, with some low mountains, and a very large area of fertile bottom land along the streams. The soil is varied in character and adaptable for cultivation of almost every known crop of the latitude. The soil of the uplands is light gray and gravelly, producing an immense quantity of the finest bright yellow tobacco, nearly doubling in quantity any other county in the State, constituting the money crop of the county. The soil of the lowlands, along the streams, varies from a stiff red to a sandy character, and is very fertile, producing fine crops of corn, wheat, oats, rye and grass. Fruits and vegetables of all kinds common to other sections of the State are grown to great perfection, and together with dairy products, peanuts, etc., are sources of considerable revenue to the farmer.

Stock raising presents an inviting field in this county. All conditions are favorable for raising cattle, hogs and sheep, as well as dairying, and progressive farmers are quick to take advantage of this profitable feature in improving and augmenting income.

This county has excellent railroad facilities, having connection with Richmond, Lynchburg, Martinsville, Greensboro and Norfolk, through its various lines—the Atlantic and Danville, Danville and Western, and the Southern Railway and its branches. Telephone service and mail facilities are first-class. Much attention is given to road improvement and bridges. Progress and improvement are noted in all lines of agriculture and business.

Market advantages of this county are excellent, supplied by its convenient railroad facilities and the large demand at Danville, its manufacturing city, located on both sides of the Dan river in the extreme southern end of the county. This city controls the "bright" loose leaf tobacco market of this county, buyers from every country on the globe having their representatives on the Danville market. Her cotton textile mills are the largest in the South.

Other towns are Chatham, the county seat, situated on the Southern Railway in the center of the county, a thriving town, with two banks, and Gretna, on the Southern Railway in the north-central part of the county, served by a strong bank.

POWHATAN—This county was organized in 1777, formed from Goochland. It is located in the central portion of the State, twenty miles west of Richmond, the James river forming its northern and the Appomattox river its southern boundaries. The county is twenty-five miles long and about fifteen miles wide, containing an area of 284 square miles, one-third of which is under cultivation. The population, census of 1910, was 6,099, with an estimated increase of ten per cent. at present.

The surface away from the streams is gently undulating. The soil of the county varies from a light gray to a stiff red clay, and is fairly fertile, especially on the river bottoms. Farm products are corn, wheat, tobacco, oats and hay, tobacco being the principal money crop. All of the grasses do well in this county, clover, timothy, herds grass, millet, orchard grass, and legumes being successfully grown.

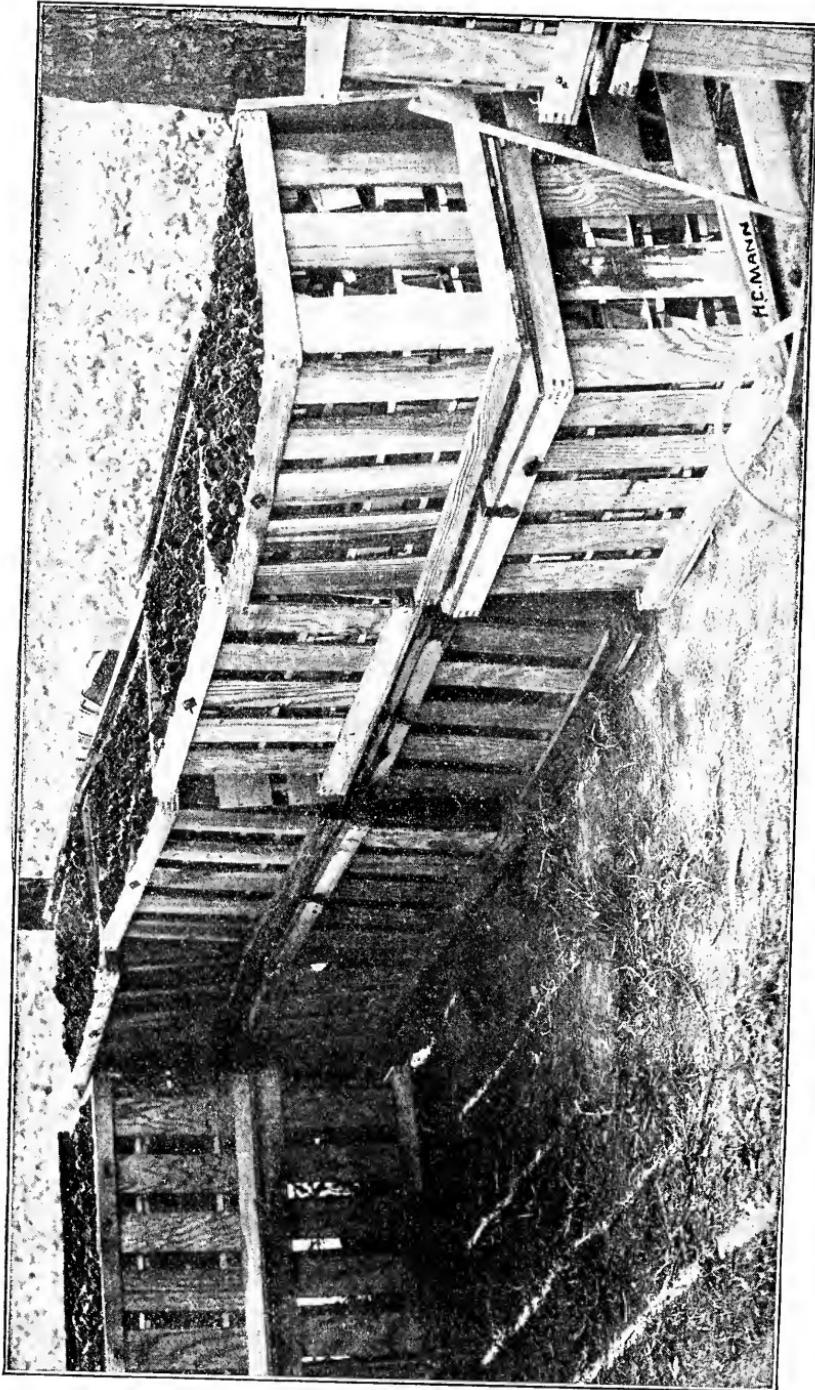
This is one of the finest apple counties in Middle Virginia, and peaches, pears, plums, grapes, berries, melons and other fruits do well and are little susceptible to damages from insects.

Railroad transportation is furnished by the Southern Railroad in the eastern section. There is a considerable mileage of improved rural roads throughout Powhatan. The soil used in surfacing the roads was of superior quality and has proven very satisfactory. Community interest in road construction is strong.

Farmers' organizations are active in the county. Improvement in rural conditions and methods of farming operations may be noted. More farm machinery is being used. Farms reflect progress and improvement as a result. School and church facilities are good.

Powhatan, the county seat, is located near the center of the county.

A healthful climate, good soil, central location and kind people are the advantages Powhatan offers to the homeseeker desiring to pursue general farming operations.



H.C.MANN

Berries grow to perfection in Virginia

PRINCE EDWARD—This county was formed in 1753 from Amelia, and is situated in the south-central part of the State, sixty miles southwest from Richmond. It is twenty-five miles long and about twelve miles wide, containing an area of 345 square miles, over one-third of which is in cultivation. The population is 14,500.

The surface is rolling. The soil is varied, gray loam, red and chocolate loams, or sandy. It is generally productive and well adapted to various farm products, chief of which are tobacco, corn and wheat. All forage crops, especially the legumes, are produced in abundance, grasses—clover, timothy, red top—being profitably grown. This is not a natural grazing section, save for sheep, and in that particular ranking well, but its adaptability to forage crops and grasses has brought into prominence dairying, cattle and hogs. All fruits and vegetables common to the State do well, potatoes yielding phenomenally well.

The forest products are oak, pine and poplar in the main. The manufacture of timber, ties, etc., is an important industry. One plant in the town of Farmville is doing a good business in the manufacture of plow handles and beams.

Transportation is furnished by the Norfolk and Western, the Southern and Virginian railways. Rural road construction is active; three steel bridges, with concrete substructure, have recently been built.

Churches of all Protestant denominations are ample. Educational advantages are superior—with Hampden-Sidney for men, the State Female Normal School, and a fine system of public schools—well equipped high and graded schools.

Farmville, the principal town and county seat, is a thriving town of 5,000 people, and a place of considerable importance as a tobacco manufacturing center, being the fifth largest in the State. The State Female Normal School is located here, also an excellent High School. Hampden-Sidney College, founded in 1775, is seven miles distant, reached by a macadamized road. The Farmville Lithia Springs are noted for the curative properties of their waters, which are shipped to all parts of this and foreign countries.

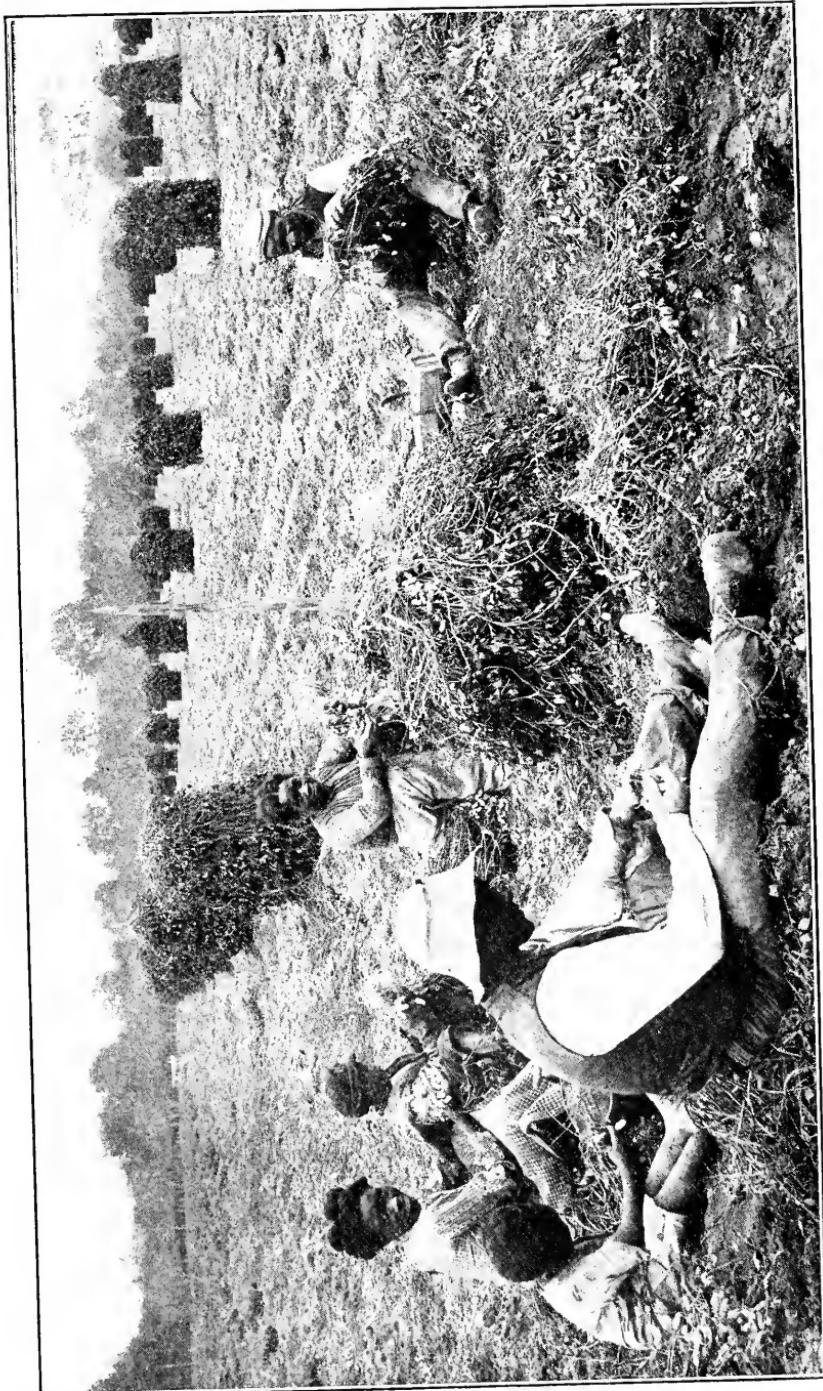
Prince Edward is perhaps one of the best located counties in the Commonwealth for a place to make homes. There are good schools, good churches, good roads, good water, good soil, and the very best climate.

PRINCE GEORGE—Formed in 1702 from Charles City, Prince George is located in the eastern portion of the State, seventeen miles southeast from Richmond, on the south bank of the James river, which separates it from its mother county. It is triangular in shape and contains an area of 302 square miles. The population at present is about 8,600 normally, though there is a very much larger temporary population due to recent war activities in that section.

The surface is generally level; the soil a sandy loam and clay subsoil. There are extensive tracts of valuable alluvial lands on the rivers. The leading farm products are corn, cotton, peanuts, grasses, wheat and oats. The light warm lands of the southern portion are especially adapted to the peanut and cotton industries. Fruits of all varieties are grown. Trucking is an important and lucrative industry in the regions adjacent to the river landings and Petersburg. Fish are abundant in the inland ponds and rivers; and the marshes furnish water fowl of the choicest varieties. Grazing facilities and the production of improved grasses are favorable to live stock of all kinds.

Transportation facilities are supplied by the navigable rivers (the James and Appomattox), and the Norfolk and Western Railway and Atlantic Coast Line, affording easy access to the local and northern and southern markets. The rural roads are of gravel construction except the Hopewell road, which is concrete.

Marl of various sorts is abundant, and has been extensively used with good results. Fine white sandstone and valuable clays of several kinds have been developed. The timbers are pine, poplar, oak, walnut, gum, and other



The Virginia peanut is of the finest quality

hard and soft woods, much of which is manufactured, a number of saw mills being in operation.

The schools in this county are adequate and reflect the modern improvements in equipment and efficiency now prevailing in this State.

Churches are adequate and conveniently located. The farmers are progressive, interested in organizations and demonstrations of improved methods.

In this county, abounding in historic associations dating from early colonial days, is located Camp Lee, one of the sixteen cantonments of the National Army, about three miles from Petersburg.

Hopewell, a city reaching 35,000 population with a three-year growth, is located in Prince George, nine miles from Petersburg. This was the site of an enormous industry, established by the E. I. du Pont de Nemours Powder Company, where nitro-cellulose, or gun cotton, was manufactured. With the return of peace other permanent industries are contemplated, and many of the newcomers, who were interested in the wartime industries, will in all probability become permanent citizens of the town and county insuring its future prosperity.

Prince George Court House is the county seat.

The accessibility of this county to good local markets with excellent transportation, rail and water, make it an ideal location for intensive farming in diversified products.

PRINCE WILLIAM—Located in the northeast portion of the State, seventy miles air line from Richmond, and within about thirty miles from Washington, D. C., this county was formed in 1730 from Stafford and King George. It extends from Bull Run mountains on the north to the Potomac river on the south, and contains an area of 353 square miles. The population at present is estimated to be 13,228.

Some portions of this county contain as fine lands as are to be found anywhere in the State. The surface is rolling, soil freestone and generally good. Under a proper system of cultivation this land can be made quite productive, proximity to the National Capital undoubtedly increasing its value and importance. The principal farm products are corn, wheat, oats, rye, potatoes, live stock, poultry and fruit. The legume and hay crop is also of considerable importance.

In the upper and northern end of the county there are some fine blue grass lands, splendidly adapted to grazing and stock raising. Cattle and sheep are raised in large numbers for the northern markets, and horses of all breeds, from draft horses to hunters and racers. Hogs are also raised in great numbers, and dairying is an important industry, railway facilities placing the milk from stations in this section on the Washington market. Fruit of all kinds succeed well, and their culture is receiving attention. Grapes have been found to do well and considerable acreage is devoted to the vine in different sections. Poultry raising is another profitable business; in fact, the production of all food supplies finds a remunerative return in the accessible Washington market. There is a great boom at present in the pulp wood industry.

Three railroads intersect the county, the main line of the Southern through the center. The rural roads are fairly well kept and receiving more attention annually. Schools compare favorably with other sections, and there are churches of practically all denominations.

Manassas, the county seat, is situated at the junction of the main line of the Southern Railway, with the branch that extends westward through the Shenandoah Valley. This town is thirty-three miles southwest of Washington, and is a trading center for a productive, populous section of the county. The population is 1,400. There are numerous churches, public and private schools, Eastern College, a District Agricultural High School, an Industrial School for Colored People, a large Catholic School, and a daily newspaper. Only a few miles distant from Manassas is the Bull Run battlefield, on which were fought two of the fiercest battles of the Civil War. Other towns of importance are Haymarket and Occoquan.

The favorable location and excellent transportation facilities to Washington and other markets render Prince William especially attractive to the homeseeker and investor. Within the past few years many newcomers have settled here. Many handsome residences are conspicuous in and around Manassas, a very picturesque and attractive country. Agriculturally the western half of the county will compare favorably with any county in the State. Farmers' organizations are active.

PRINCESS ANNE—Lying in the extreme southeastern corner of the State, this county was formed from Norfolk in 1691, 110 miles southeast of Richmond. It contains an area of 285 square miles, one-half under cultivation. The population is 12,026.

Surface is level; soil dark loam, marshy and sandy in some sections, with red clay subsoil, easily tilled and generally productive, especially the swamp lands in Holland swamp, Eastern Shore swamp and Blackwater. There are also some fine lands on the borders of the creeks and inlets. Farm products are corn, oats, potatoes and trucks, trucks of all varieties leading.

The people are very extensively engaged in the latter, and large quantities of vegetables and fruits are annually shipped to the northern markets. For general truck this is one of the finest sections of the State, especially the Pungo district.

Nature has been exceedingly lavish to this county in the bestowal of natural products, not only in large extent, but of superior quality. The county is noted for its fish—notably the catches in the Back bay—and oysters of unequalled quality. This is the home of the renowned Lynnhaven oysters, canvas-back duck and water fowl, the latter being in such abundance as to make gunning at certain seasons quite a profitable industry.

Stock raising is principally restricted to the raising of cows for dairy and family use, the dairy industry being on the increase. Hogs are raised in considerable numbers. The forest products are pine, oak and cypress, numerous saw mills being in operation, as well as wood-using plants.

Transportation facilities are ample and convenient to all sections of the country. The Norfolk and Western and Southern Railways penetrate the center, with branches to the south. The Albemarle Canal along the southern border, and numerous navigable bays and rivers, beside an ocean front of over twenty miles, supply water transportation. These afford very superior market advantages. Roads under the new system are much improved. Eighteen miles of sand clay road has been recently constructed from Norfolk to Virginia Beach.

Educational advantages are good, much improved by high and graded schools. Churches are numerous and conveniently distributed, representing the leading denominations. Farmers' organizations are active.

Virginia Beach, a famous and attractive summer resort on the Atlantic shore, is in this county. It has one of the best bathing beaches on any coast. Near this point is located the State camp site and rifle range. There is trolley connection (Norfolk Southern Railroad) from City Hall avenue an Union Station, Norfolk. The population normally is about 500. Located here is an ice plant and packing houses for fish, of which large numbers are caught from the ocean.

Cape Henry, projecting from the northeast corner of this county, was the first point of landing of Capt. John Smith in 1607. There are two lighthouses here, one of which, built in 1815, has been abandoned and turned over to the Society for the Preservation of Antiquities. Upon this structure is a bronze memorial commemorating the landing of Capt. John Smith. There are also located here a United States Weather Bureau Station, a life saving station and an important wireless telegraph station. This point is connected with Norfolk by trolley (Norfolk Southern Railroad) also.

Lynnhaven Bay lies about half way between Norfolk and Cape Henry, emptying directly into the Atlantic Ocean. In these waters are found the world renowned Lynnhaven oysters, and salt water fishing at this point is unsurpassed. At Lynnhaven there is an up-to-date hotel and club house.

Princess Anne is the county seat, located in the center of the county, on the Norfolk Southern Railroad.

Some farms in this county are highly improved, illustrating the possible agricultural development of the county. This possibility, with superior market advantages and other local conditions, attracts the homeseeker and investor.

PULASKI—Named in honor of Count Pulaski, of Revolutionary fame, this county was formed in 1839 from Montgomery and Wythe. It is situated in the great Southwest valley, 200 miles, air-line, southwest from Richmond. The county is twenty-three miles long from north to south and twenty miles wide from east to west, and contains an area of 245 square miles. Altitude ranges from 1,800 to 2,000 feet. Population of the county is about 18,500.

The surface is level and rolling, in some parts mountainous. The soil is rich and productive. Wheat and corn are the staple grain crops, the average yield of which is fifteen to twenty-five bushels of wheat per acre, and from thirty-five to fifty bushels of corn per acre. Other farm products in which this county leads are cattle, sheep, hogs, potatoes and apples. Oats, rye and millet are grown to a considerable extent. The soil is well adapted to the artificial grasses and immense quantities of fine hay are annually produced; but the greatest agricultural wealth of this county consists in its splendid grazing facilities, being the natural home of what is termed Kentucky Blue Grass. It is unsurpassed in this respect by any county in the State for the territory embraced.

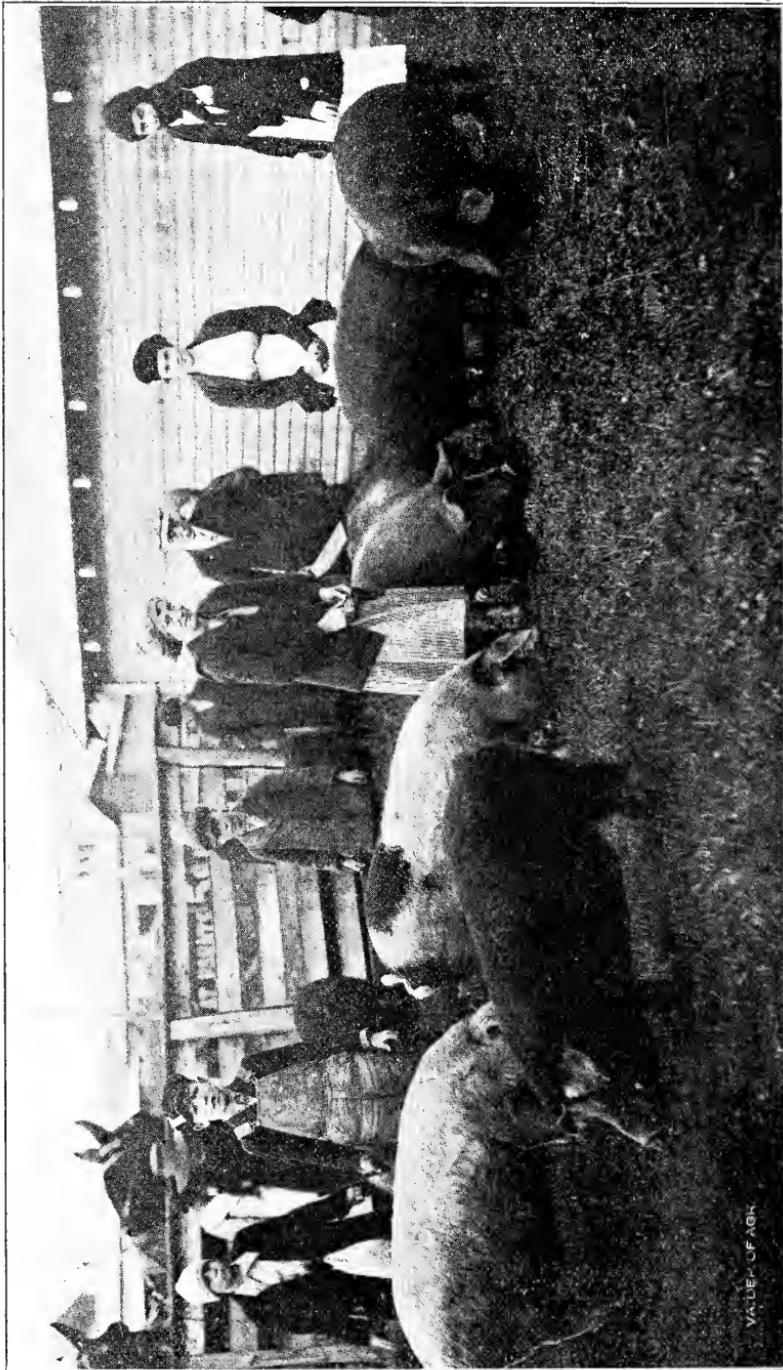
The quality of cattle produced is very fine—equal to any in the United States—and the annual shipments are very large, the great proportion being sold for export to the English markets, and that sold in the Baltimore markets is conceded to be unsurpassed, commanding top prices. Much attention is paid by the leading agriculturists of the county to the introduction of superior breeds of cattle; also of horses, sheep and hogs, of which they make fine exhibits at their annual county fair. Large numbers of fine riding and driving horses are found in this county, and the lamb and wool product is very extensive.

All the fruits of this latitude, such as apples, peaches, pears, plums, quinces and the smaller fruits, grow to great perfection here, and the fruit industry is growing in interest and importance. The dairy products and early vegetables find a ready market at the home towns, and are a source of considerable revenue to the people. Other market advantages are afforded by the numerous furnaces and mines of the county that take a large proportion of the farmer's surplus, and at good prices.

Noted as this county is for its great agricultural resources, it is no less so for its mineral wealth. Though small in extent of territory in comparison with other counties of this section, Pulaski is making a wide and favorable reputation in this respect—its mineral development in the past few years probably equaling any county in the State. Within its boundaries are found coal, iron, zinc, lead, manganese, millstone, grind-stone and whetstone rock of superior quality, and a fine building stone, both in the limes and sandstone, the latter unexcelled in quantity and quality. There are several mineral springs containing alum, lithia and iron, the most noted of which is Hunter's Alum Springs, near Little Walker's creek, eight and a half miles from Pulaski, which has had a growing reputation among the sick, dating back fifty years.

Transportation is furnished by the Norfolk and Western traversing the county with two lines. The rural roads are in good condition, about ninety-five miles being macadamized. Schools and churches are ample and well located, the former reflecting the modern development in equipment and curriculum which pervades the State.

Pulaski, the chief city and county seat, is on the Norfolk and Western Railway, at the Junction of the North Carolina branch. At an



Pulaski County Pig Club Show. Boys' and girls' clubs are active in Virginia

VALLEY FARM

altitude of 2,100 feet, the climate is healthful and invigorating. Pulaski is the jobbing center for three rich counties to the north and west, and is the only outlet for four Virginia counties to the south. There are two banks, three large plants manufacturing pig iron and a general foundry business, and there is also an extensive plant making sulphuric acid.

Much progress and improvement is noted throughout this county so splendidly endowed naturally. Dairying and stock raising are on the increase. About thirty-five silos have been built this year; ten tractors have been bought; a woolen mill has been erected. Farmers' organizations and community clubs are active. Splendid agricultural and industrial advantages, with the valuable asset of a dry, invigorating climate, comparatively mild, a pure atmosphere free from malaria, fine water, principally limestone, though freestone water is found, make Pulaski county conspicuous.

RAPPAHANNOCK—Formed in 1831 from Culpeper, this county is located in the northern part of the State, 100 miles northwest from Richmond, and contains an area of 164 square miles, the average size farm being 195 acres. The present population is 9,744.

The surface is undulating; the soil generally very fertile, producing fine crops of corn, wheat and apples. Also, oats, rye, buckwheat, potatoes, grasses, tobacco, and vegetables in abundance.

The soil and climate are especially adapted to fruit growing, and conditions generally are favorable to this industry, apples especially. This county ships apples to the leading markets of the country and their quality commands the best prices.

There are large areas of fine grazing land and upon these are raised fine horses, magnificent beef cattle, sheep and hogs. Since a more protective dog law has been enacted in this State a great impetus has been given the sheep industry, which was always important in this county. Nearly every farmer is a pork seller, and a great many of them are cattle and sheep sellers. Many fine work horses, bringing good prices in the markets of Washington, Baltimore and New York, are raised in Rappahannock.

The forest products are oak, chestnut, pine, hickory, poplar and walnut. The manufacture of lumber is not an important industry for outside shipment. Recent industrial developments are a stave and heading plant, a locust pin factory, and an evaporating plant. In the mountain section of the county a great deal of tan bark is gathered annually, and this is quite an industry. The bark is shipped in large quantities to outside markets, and a vast deal of it is used in the many tanneries of the county.

The county is well watered by the headwaters of the Rappahannock river, which also affords most excellent water power. In climate, health and water it is everything that could be desired.

There is no railroad transportation within this county. There are, however, good county highways, which the people are interested in maintaining. Culpeper, on the Southern railway, thirty miles from the county seat of Rappahannock, is the principal railway shipping point. Many of the people of the western part of the county haul their products and drive their cattle, sheep, hogs and fine horses through and over the mountains to points on the Shenandoah branch of the Norfolk and Western for shipment by rail. An improved road will soon be completed from Front Royal to Culpeper. Trucks and automobiles are taking the place of wagons, thus facilitating travel and shipment handicapped by lack of railroads.

The county is well supplied with churches and schools. The general condition of the farms is good. More machinery is being used; a great many tractors being noted.

Washington, the county seat, is located near the center of the county, having daily communication with railroad points in Culpeper and Warren counties. Its population is 350.

There are known to be valuable mineral deposits in this county, principally iron, but due to the lack of railway facilities they have never been

developed. The timber interest also remains undeveloped for the same reason. These industries await the coming of the railway, but the farming interest, the orchard interest, and the stock-raising interest are progressive by virtue of the fact that an enterprising and intelligent citizenship with a productive soil have overcome this handicap.

RICHMOND—This county was formed in 1692 from old Rappahannock. It is situated fifty miles southeast from Richmond in the section known as the Northern Neck. It is thirty miles long by about seven miles in width, and contains an area of 188 square miles, one-third in cultivation. The population in 1910 was 7,415, with an estimated increase to the present of ten per cent.

The surface of the county is undulating; the soil a sandy loam with clay subsoil, and very fertile on lowgrounds. Farm products are wheat, corn, rye, oats, potatoes, fruits and vegetables, and grasses of various kinds. Grazing facilities are fairly good. The usual farm stock—horses, cattle, hogs and sheep—are raised, the latter, especially, are found to be quite profitable.

The most important and profitable industry of the county is the fish and oyster. The streams abound in large quantities, which are of superior quality. Game is also abundant and water fowl of choice varieties.

Marl is found in large quantities and is used with good effect on the land. The forest products are oak, hickory, chestnut, gum, ash, maple, pine, dogwood, elm, the pine and oak being converted into lumber by various saw mills throughout the county.

There are no railroads, but water navigation is convenient, via the Rappahannock river and inlets, the former being navigable for large vessels. There are daily boats to Norfolk to Baltimore. Rural roads are in fair condition, the sand-clay type of construction being used.

The Rappahannock river and numerous creeks afford ample water supply. There are about fifteen canneries in the county, and a manufactory for truck and oyster barrels. The climate is mild, health and water good, churches convenient, and educational advantages are offered by Farnham Academy. Numerous public schools under efficient management, and four high schools.

Warsaw, the county seat, is an inland country village of 400 population, situated near the center of the county, six miles from the river. The Northern Neck State Bank, Inc., is located here, serving the business interests of a prosperous community. Another strong bank is located at Sharps on the Rappahannock river, a town of 300 people with large canning industries.

Richmond county reflects the spirit and enterprise of a prosperous, contented people. There is much to recommend it to the homeseeker in its mild climate, fertile soil—easy of cultivation—ample telephone and mail service, cheap and abundant living and convenient access to market.

ROANOKE—This county, formed from Botetourt in 1838, is situated west of the Blue Ridge mountains in the famous Roanoke valley, 175 miles almost due west from Richmond. It is twenty miles long and almost fifteen miles wide, containing an area of 297 square miles. The altitude at Salem is 1,006 feet.

The surface is undulating being divided into valleys and mountains, the latter principally on its boundaries. The soil is alluvial, clay loam and limestone, very fertile, especially the valleys.

Roanoke is the southern end of the Shenandoah Valley and the eastern boundary of the twenty counties comprising Southwest Virginia, thus linking two of the richest agricultural sections of the State. It is a splendid agricultural county, producing large crops of all the staple products, wheat, corn, oats, rye, hay, etc. Great progress in fruit culture has been made in recent years, all varieties doing well. Vegetables also are grown to great extent and perfection, which, together with peaches, berries, etc., are put

up in large quantities by the many canning establishments located in this county and Botetourt county adjoining.

Roanoke county is one of the foremost apple-growing counties in the State, containing some of the largest orchards in the United States. The soil and climate are especially adapted to apples. Large shipments are annually made to the markets of Europe direct from the orchards.

For generations this district has been famous for its cattle and sheep, and the farmers are now turning to intensive cultivation with a resultant large production of grain, grasses and dairy products. Grazing facilities in this county, in common with all others in this section of the State, are superior, especially in the bluegrass section of the northern part. Cattle and sheep have direct and quick transportation, via Shenandoah Valley railroad to the large markets. Trucking is quite an important industry, and Roanoke city and the coal fields furnish excellent markets for this and other farm products.

Most excellent transportation facilities are furnished by the different lines of the Norfolk and Western system traversing the county, which include the main line east and west, the Shenandoah Valley division leading northeast to the great cities of that section, and the Roanoke and Southern south through the tobacco counties of the southern Piedmont and into North Carolina, and the Virginian Railway, which runs the entire length of the county. Much interest is manifested in road construction. A good grade of limestone is found and considerable mileage is macadamized.

Educational advantages are very superior. In addition to its excellent public school system, there are male and female colleges of high order, notably Roanoke College, located at Salem, and Hollins College, six miles from the city of Roanoke, in a most beautiful and picturesque section, and Virginia College for the education of women, on the outskirts of Roanoke.

Salem, the county seat, is located near the center of the county in the beautiful Roanoke Valley, through which flows Roanoke river, and around which rise the Blue Ridge and Alleghany mountains. This is the center of a rich farming and fruit growing section. The mountains surrounding the town are dotted with orchards, with fruit of the very finest quality. Among the manufacturing interests of the town are a tannery, glass plant, foundry, a large flouring mill, etc.

Roanoke city, the third largest city in the State, with community population of 50,000, is the gateway to the Virginia and West Virginia coal fields, and the center of development for limitless resources of minerals and timber in the territory adjacent. Location and resources adjacent are the contributing factors in the marvelous development of this progressive city.

This is a progressive county, fully apprised of her agricultural resources and determined to measure up to the attendant responsibilities. Splendid agricultural and industrial opportunities await the homeseeker and investor.

ROCKBRIDGE—Formed from Augusta and Botetourt in 1778, this county was named for its great natural curiosity, the Natural Bridge. Rockbridge is one of the great Valley counties lying between the Blue Ridge and Alleghany mountains, 159 miles due west from Richmond. It is thirty-one miles in length and twenty-two miles in width, containing 593 square miles (about three-fourths in cultivation and pasturage). The average size farm is about 150 acres. With an estimated increase of ten per cent. over 1910 census, the population is at present 26,857.

The surface of the county is rolling and in part mountainous, especially on the eastern and western borders. The soil is chiefly limestone, very fertile and highly improved, especially in the central portion of the county. Like all the Valley counties, this is a rich agricultural and pastoral county, producing fine crops of grain and all the cultivated grasses. Fruits of all kinds do well, and farm dairying and poultry raising are sources of considerable profit. This county has much very fine blue grass grazing lands, which render stock raising profitable and the chief farm industry. The leading farm products are hay, wheat, corn and vegetables. Four canneries are established in this county, which are doing well.



DEPT. OF AGR.

Natural Bridge one of nature's wonders, near Lexington Rockridge county

The mineral resources of this county are important and constitute one of its sources of wealth. Its various deposits include iron ore of exceptionally fine quality, tin ore, manganese, barytes, kaolin, gypsum, marble and limestone. Several of these have been developed and are being successfully worked. The mineral waters of the county are conspicuous, embracing the Rockbridge Alum, Wilson's White Sulphur and Rockbridge Baths—all places of popular resort for health and pleasure. The Natural Bridge hotels furnish large popular resorts.

The most valuable species of timber are oak, pine, poplar, walnut, hickory and chestnut. The forest products are lumber, railroad ties, locust pins, pulp wood, extract wood, etc. The manufacture of timber is an important industry.

This county is unusually well watered, by the James river through its southern border, North river in the central portion, and by their very numerous tributaries, streams and springs. Excellent water power is afforded (some of which is utilized), and good supplies of fish, especially of bass, are found. There are numerous grain and saw mills located along the streams.

Transportation facilities are furnished by branches of the Chesapeake and Ohio, the Norfolk and Western and Baltimore and Ohio railroads. Road building and improvement are under construction. The National highway, extending from Augusta county line, through Lexington, Natural Bridge to Buchanan, is the most important road in the county.

Educational and church advantages of this county are unsurpassed. There are thirteen high and graded schools, not including the towns of Lexington, Buena Vista and Goshen, and one hundred primary schools. Sunday school and church advantages are the very best. A progressive agricultural spirit is manifested in several farmers' clubs.

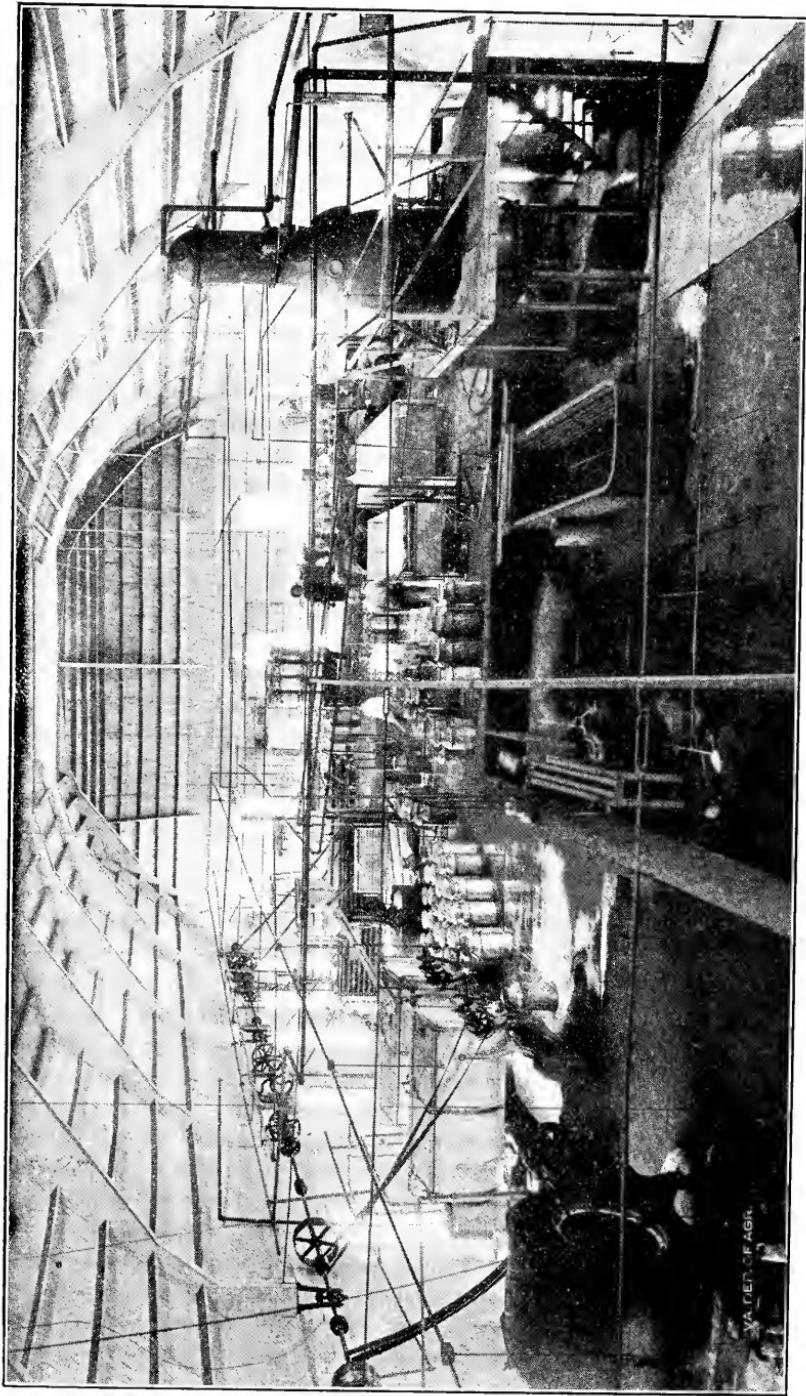
Lexington, the county seat, is situated on North river, near the center of the county, surrounded by a beautiful and fertile country, and is a beautiful and growing city, with a population of 4,000. Two railroads, the Chesapeake and Ohio and the Baltimore and Ohio, furnish splendid transportation facilities. Here are located Washington and Lee University and the Virginia Military Institute, famous institutions of learning, the former chartered in 1782 as Liberty Hall Academy, first endowed by Washington and later receiving the added lustre of the name of Robert E. Lee, its president for six years after the Civil War, and the latter a State institution, the "West Point" of the South, founded in 1839. Lexington is also noted as the home of Stonewall Jackson before the war, and of Robert E. Lee after the war, and is the burial place of both.

Buena Vista is an important manufacturing town of 3,569 people, located in the eastern end of the county, on the Valley division of the Norfolk and Western railway and the James river branch of the Chesapeake and Ohio. Her industries include an iron furnace, a foundry, a paper and pulp mill, an extract plant, two lumber and flouring mills, a cannery, and among recent developments is a new process brick plant, utilizing waste from an iron furnace.

Other recent industrial developments are a clay products company, located at Glasgow, a town of 450 people, manufacturing brick, hollow block, drain tile, and an iron corporation, at Goshen, a town of 300 people, using ferro-manganiferous ores, as much as possible Virginia ores.

The scenery of Rockbridge is grand and picturesque, and the county contains several points of great interest to the traveler and pleasure seeker, among which the most noted is the Natural Bridge, a natural rock arch 215 feet high and 100 feet wide, spanning cedar creek, a small mountain stream, ninety feet. It is famous as being one of the greatest natural curiosities in the world, of which Marshall said, "It is one of God's greatest miracles in stone." Other interesting points are Balcony Falls on the James, and Goshen Pass on North river.

The area under cultivation in this county has very much increased. The general condition of the farms reflects progress and improvement. In



The interior of an up-to-the-minute dairy plant in Harrisonburg, Virginia

V.A. DEP. OF AGR.

recent years commercial orchards have been developed and the lands have been found to be admirably adapted to fruits and vegetables. Many farmers are going into dairying and diversifying in other lines. With a view to furnishing facilities for dairying a creamery has recently been established. Splendid opportunities are awaiting the investor and homeseeker.

ROCKINGHAM—This county is located in the heart of the Shenandoah Valley, its eastern boundary being the summit of the Blue Ridge while the western portion lies on the foothills of the Alleghany mountains, the northwestern portion bordering on the State of West Virginia, from which it is separated by the North or Shenandoah mountains. It was formed from Augusta in 1778, the area being 870 square miles. The present population is something over 36,000, which is an increase of about 4 per cent. in the past ten years.

The rainfall of this section is about 40 inches annually, distributed well throughout the growing season. The summers are mild, and even during the hottest weather the nights are delightfully cooled by the mountain air. The winters are never severe—just enough snow and freezing to keep health and vigor in perfect tone. The county is well watered with numerous brooks and streams, several of which unite at the foot of the Blue Ridge mountains to form the Shenandoah river. Springs of pure sparkling water are to be found everywhere, many being of mineral type, high in medicinal properties. Summer resorts, well frequented, are to be found at several of these mineral springs located in the beautiful foothills of the mountains on either side of the valley.

The surface is rolling and mountainous on the southeast and northwest borders. The greater portion is valuable farm land under cultivation, the average farm being about 100 acres. The soil is a strong, fertile clay over a limestone base. This is pre-eminently an agricultural county, ranking as one of the leading counties of the State and high among the counties of the United States. The leading crops are wheat, corn and hay, clover and alfalfa being sown each year in increased acreage. As a grain producing county Rockingham has no peer. The better farms produce from 25 to 35 bushels of wheat per acre, as high as 45 bushels having been attained on the best farms. Not only is this a notably fine grain-producing county, but it is peculiarly a grass and stock section, which is perhaps the principal source of its prosperity. Hay is grown in great abundance, and, being a natural bluegrass soil, large numbers of choice cattle, horses and hogs are annually shipped from this county to the Northern markets. Some of Virginia's finest horses are reared in this county, Harrisonburg being one of the leading markets for heavy draft horses in the east.

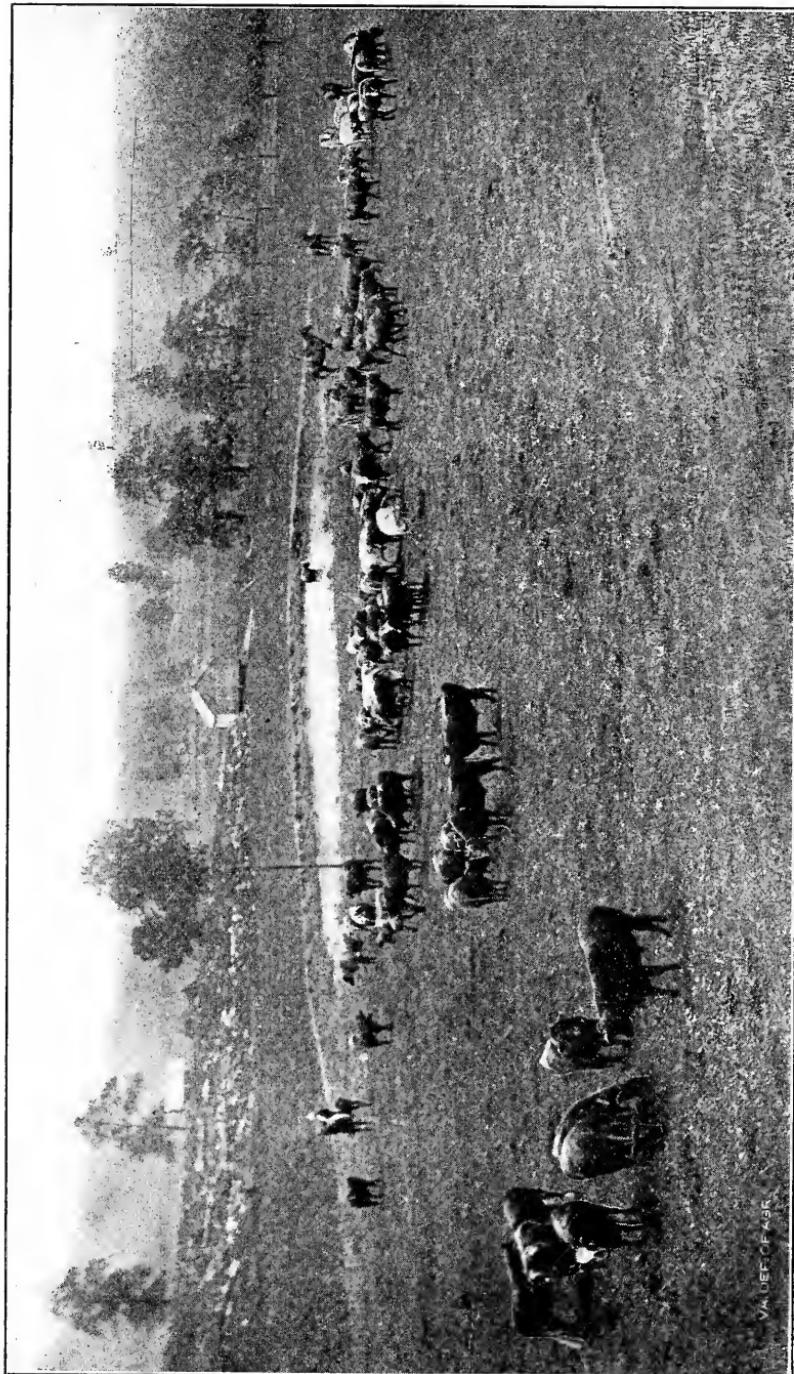
There has been a marked increase in the number of pure bred dairy and beef cattle in the past few years. There are at present five creameries in the county. At Harrisonburg there are three large poultry fattening plants, the combined output of which amounts to several million dollars annually. Rockingham is also one of the leading fruit counties in the famous Fruit Belt of Virginia.

The forest products of the county furnish a large portion of the lumber needs. Two national forest reserves include portions of the county.

About one-fifth, or 200 miles, of the county roads are improved rock highways, in addition to the State highway, known as the Shenandoah Valley Pike, world famous for its scenic beauty, which crosses the county from north to south. The county is served by four railroads, the Baltimore and Ohio and Norfolk and Western, which cross the county from north to south, the Southern running from Manassas to Harrisonburg, and the Chesapeake and Ohio traversing the county from east to west.

The school system is unsurpassed in the State, there being eleven high schools all of which are teaching agriculture, a Smith-Hughes high school, and a State normal school for women.

Harrisonburg, the county seat as well as the largest town, is located near the geographic center of the county, with a population of about 6,000. In



Export cattle resting on an old luxuriant blue grass sod

VAL'D EFT OF 195

addition to the immense poultry fattening plants, Harrisonburg has a large tannery, incubator factory, foundry, shirt factory, tent factory and many other important industries. It has a live chamber of commerce, owns its own water and electric systems and boasts of a very low tax rate.

The farmers of Rockingham in addition to being prosperous are progressive and up-to-date in their methods. They have organized eleven farmers' clubs, which are united into a county association. There is a county Pure-bred Livestock Association, holding annual sales, a County Fair Association, a county Horticultural Society, and a county Poultry Association. There are nine banks in the county with total resources of \$5,280,000. To the enterprising farmer, one who farms on a business basis, this county offers rare advantages; indeed, among the counties of the State none offers greater inducements to prospective settlers.

RUSSELL—This county was formed in 1786 from Washington. It is situated in the southwestern part of the State, 370 miles southwest from Richmond. This is a large county, being forty miles long from east to west, and twenty miles wide from north to south, containing an area of 503 square miles. The altitude ranges from 1,500 to 2,000 feet.

The surface of this county, to a considerable extent, is broken. There are some fertile sections in the valley and along the streams producing fine crops of grain and grass, far exceeding the average in most of the counties of the State. Especially is it noted for its unexcelled blue grass, upon which are raised large numbers of fine cattle that are annually shipped out to markets in all parts of the country.

The principal farm products are corn, wheat, oats, hay, rye, and potatoes, fruits and vegetables finding a ready market in the coal mining region nearby. The grazing and feeding, not only of cattle, but of sheep, hogs and horses, is extensively carried on, and the quality and breeding are exceptionally fine. Stock raising, especially of cattle, is the principal industry of the county. The number of cattle annually sold is from 12,000 to 15,000. Of sheep there are about 10,000, and horses and mules about 5,000.

The minerals of this county are very extensive and valuable, embracing coal, iron ore (red and brown hematite), manganese, lead, zinc, sandstone, limestone, marble and barytes. Hundreds of men are now employed in mining operations, and no doubt the mineral resources will prove one of the greatest sources of wealth in the county.

Railroad facilities are furnished by the Clinch Valley Division of the Norfolk and Western Railway, which, traverses this county from east to west, and the Carolina, Clinchfield and Ohio, passing through the northwestern portion of the county. A system of macadamized roads connects all parts of the county and are of inestimable value. Other roads of less importance are being graded and macadamized at a steady and consistent rate in accord with the county's resources.

Churches are numerous; the schools are excellent, public and graded; telephone service and mail facilities reach every part of the county. The Ninth Congressional District Agricultural High School (Lebanon State School) is located at Lebanon, in the center of the county.

Lebanon, the county seat, is a beautiful little town, having a population of 375 people, situated in the center of the county, seven miles from Cleveland, a station on the Clinch Valley Division of the Norfolk and Western Railroad, with which it has daily mail communication. An excellent macadam road connects the county seat with Cleveland, and automobiles ply between the two points, making the trip in twenty-five minutes. The county seat is healthfully located, 2,131 feet above the sea level. It is lighted with electricity, contains churches of different denominations, newspaper, hotels, stores, bank, an agricultural high school, fraternal orders, etc.

Dante is the largest town in the county, having a present population of over 3,000. At this point the Clinchfield Coal Company has a valuable plant, with capacity of about 5,000 tons of coal daily. Other important towns

are Honaker, Castlewood and Cleveland, all served by banks and doing a good local business.

No description of Russell county would be complete without reference to the wonderful beauties of nature in the form of towering mountains, beautiful valleys, and crystal streams. Beautiful scenery and fine landscape are presented to the eye on every hand. Notable among the latter are Elk Garden, Rosedale, and other sections, with their splendid grass lands, bordered by high mountains and threaded by streams constantly flowing from bold springs.

A progressive spirit animates the farmers and stock men of this county. Farm practices are progressive; stockmen are organized to promote improvement in live stock conditions; rural homes are equipped with modern conveniences. A delightful climate, a fertile soil, unexcelled blue grass pastures, enormous coal and mineral resources, and an intelligent, progressive people are the leading characteristics of Russell county.

SCOTT—This county was formed in 1814 from Washington, Russell and Lee, and is situated in the extreme southwest portion of the State, 350 miles from Richmond, its southern boundary being the State of Tennessee. It had a population, census of 1910, of 23,814, with an increase of about 4 per cent. to the present.

The surface is rather mountainous and hilly, but there are some fine farming and blue grass lands along Clinch river, which flows through the county from northwest to southwest, and on Holston river in the southern part; also a large amount of land in other sections, while not so smooth, is quite productive, yielding good crops of wheat, corn, rye, oats and buckwheat, especially wheat and corn. The county is especially noted for its large production of sorghum and maple sugar, butter and other dairy products. There is considerable area devoted to the cultivation of fruit, such as apples, peaches, pears, plums, cherries and some grapes.

Grazing facilities are good and stock raising is an important and profitable industry, large numbers of cattle, sheep, horses and mules, of good grade being marketed every year and bringing into the county considerable revenue.

Scott county is very rich in minerals, having an abundance of iron (red and brown), lead, coal, marble of various kinds and superior quality, barytes, fire clay and limestone. Some of these have been developed and mined to some extent. There is fine coal, both cannel and bituminous; zinc, lead, copper and gold, and mineralogists have pronounced Scott the richest in mineral resources of any county in the Appalachian system. Salt is also known to exist in the southeast corner of the county, but to what extent it is not yet determined. There are several sulphur and chalybeate springs of known efficacy and reputation, the most important of which are Holston Springs on the Holston river, and Hagan's Springs on Staunton's creek, in the northern part of the county.

Considerable areas abound in timber, such as walnut, oak of various varieties, pine, ash, cedar, linden, hickory, birch, sycamore, elm, etc. The manufacture of timber is quite an industry, there being a large number of saw mills in the county.

The county is well watered by Clinch river and the north fork of the Holston river and their tributaries, these streams affording unlimited water power for mills and manufacturing purposes.

Transportation is furnished by the Clinchfield and Ohio Railroad and the Virginia and Southwestern Railroad, extending from Bristol to Big Stone Gap. The rural roads are in good condition, considerable work in macadamizing and grading having been done last year.

The climate of this county is equable, health uniformly good and water excellent. There are a large number of churches, fine schools, good telephone service and mail facilities.

Gate City, the county seat, situated on a branch of the Holston river and on the Virginia and Southwestern Railroad, is an attractive town.

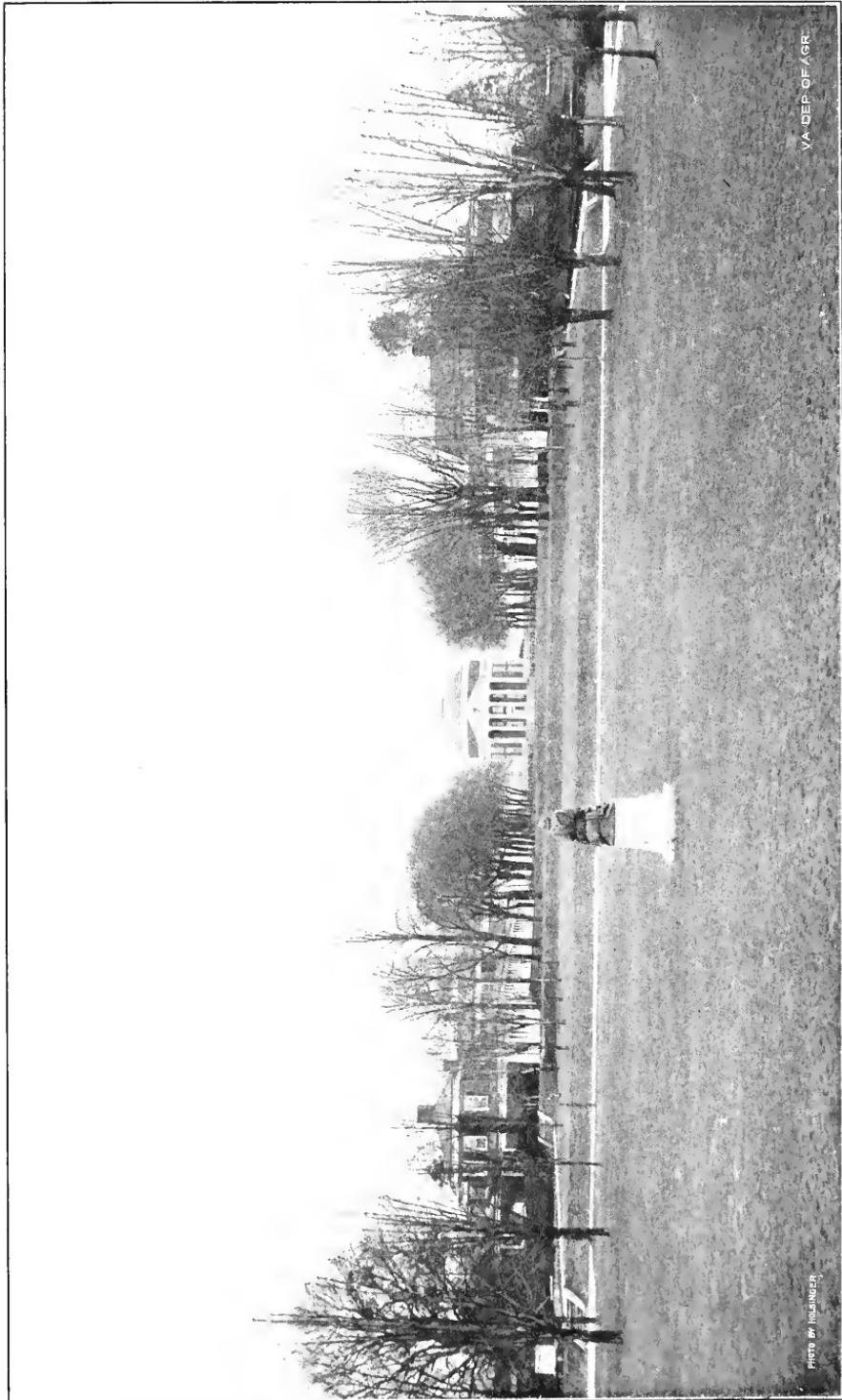


PHOTO BY H. H. BENZINGER

V.A. DEP. OF F.G.R.

University of Virginia, Charlottesville, showing the lawn, flanked by the buildings of Jefferson's design, the Rotunda, the dominant structure to the north

Other important towns, with strong banks, are Dungannon, Clinchport and Nickelsville.

In the matter of progress and general advancement conditions in Scott are highly favorable. Situated at an elevation of 1,400 feet, the scenery is beautiful and enchanting—an inviting land for the tourist and permanent homeseeker.

SHENANDOAH—Formed from Frederick in 1772, this county was originally called Dunmore, the name being changed to Shenandoah in 1777. It lies in the northern part of the State, 100 miles northwest from Richmond, and joins West Virginia. The area is 486 square miles. The population, 1910 census, was 20,942, with an estimated increased of 5 per cent. at present.

The surface is rolling and mountainous in some parts, especially the eastern and western sections of the county. About two-thirds of the area is cleared and cultivated. The soil is mostly disintegrated limestone, very strong and durable, and a large proportion of the county is of the best class of bottom and valley lands of great beauty and fertility. It is also noted for the high state of cultivation which characterizes its improved lands, and is justly called, in connection with the other Valley counties, "The Garden Spot of Old Virginia."

This county ranks among the best grain counties of the State, especially for wheat, which is exported principally in the state of flour, and has a high reputation. Also, corn, oats and rye in large quantities are produced.

The next and probably equally important industry of the county is stock raising, considerable attention being paid to the improved grades of cattle, sheep, horses and hogs from Kentucky and elsewhere. This industry is rendered profitable on account of the magnificent grazing facilities in the blue grass uplands.

Fruit growing is an important industry, and, like other counties of the Valley, many sections of this county are becoming vast orchards. Shenandoah ranks among the best fruit producing counties in the State. The apples are of the best quality and command the highest price.

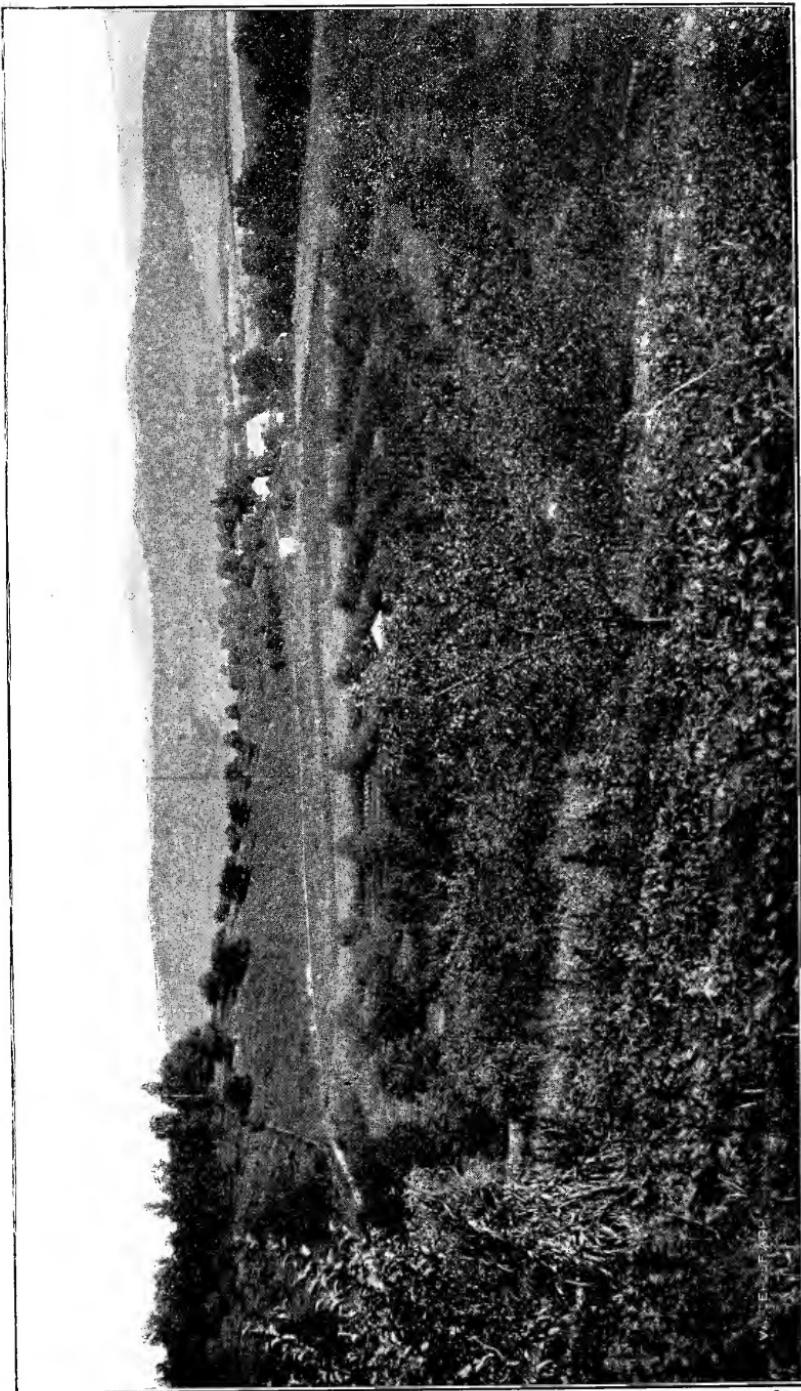
Railroad facilities and market advantages are excellent, the Southern Railway and Baltimore and Ohio connecting the county with all sections. Rural roads are in fine condition.

The schools and churches in this section are abundant and well located. Telephone and mail service is extensive, affording ample facilities for communication with all parts of the county. The north fork of the Shenandoah, traversing the county its entire length, with its tributaries, affords ample water supply and good water power for manufacturing purposes.

Orkney Springs is a place of much resort for health and pleasure seekers. Woodstock, the county seat, located near the center of the county on the Manassas branch of the Southern Railway, is an active town in the midst of a fine farming and fruit section, two strong banks serving the business interests of a prosperous community. State banks are also located at Mount Jackson and Edinburg. Other flourishing towns are New Market and Strasburg.

Like other counties in the Valley of Virginia, Shenandoah has a combination of natural advantages developed by thrifty, intelligent people, which has made this a section of national fame.

SMYTH—Located in Southwestern Virginia, 240 miles from Richmond, Smyth county was formed in 1831 from Washington and Wythe. The county is thirty-two miles in its greatest length from north to south and twenty-two miles from east to west, containing an area of 486 square miles. The Clinch range mountains rise to a height of 4,000 to 4,500 feet above sea level. The Iron mountain rises in its White Top and Balsam peaks (in the southwest corner) to the magnificent height of 5,540 and 5,730 feet, respectively, marking them as the highest peaks in Virginia. The population, estimated to date, is 22,600.



One of Virginia's most fruitful orchards

WALTER F. ANDERSON

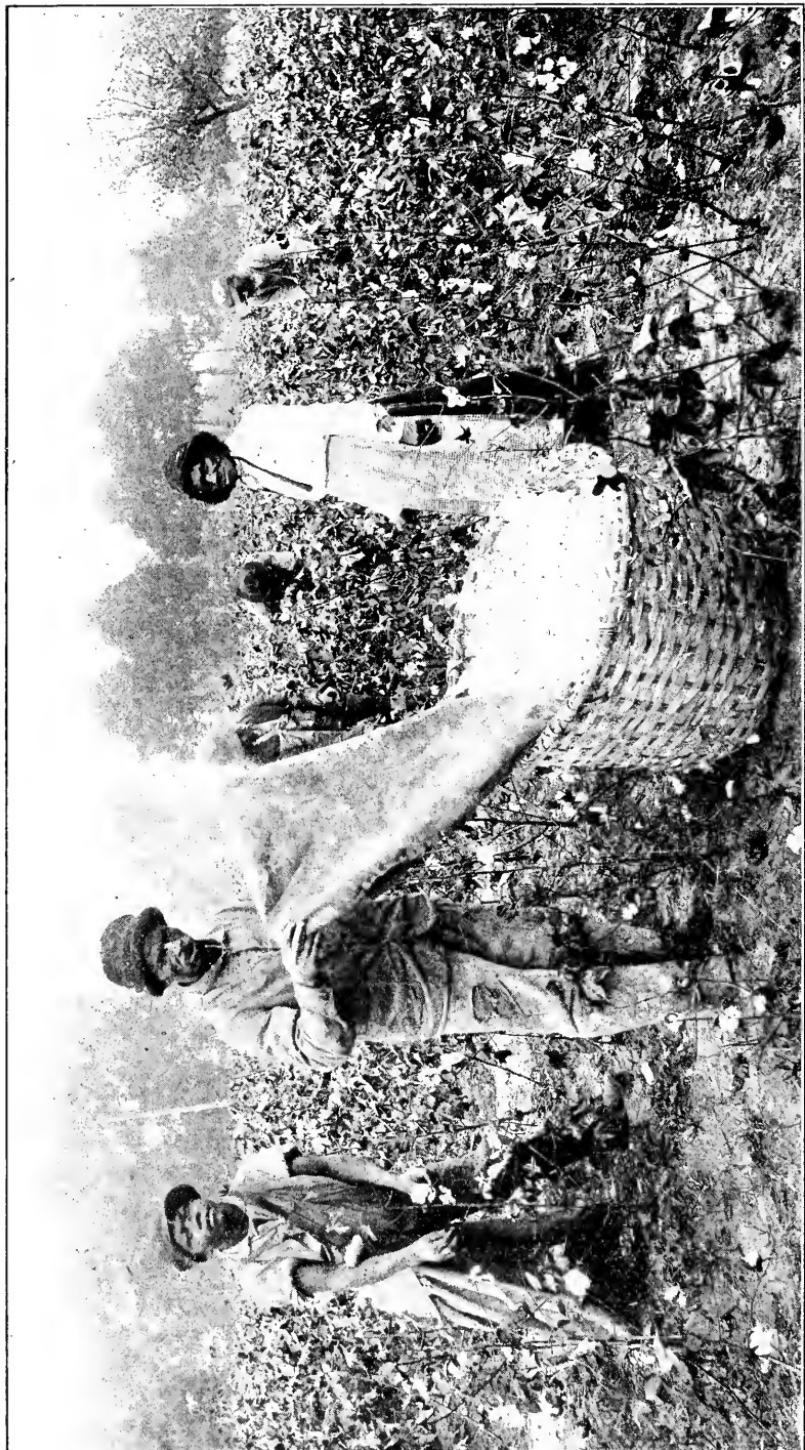
The surface of the county is mainly hilly and mountainous in parts. The valleys of the north, middle and south forks of the Holston river, including Rich Valley on the north side of Walker's mountain, and Rye Valley on the south side of the county, show all the fine features characteristic of the best lands of the Valley of Virginia. There is a large area of level or river bottom land lying along each of these rivers, affording alluvial deposits of great depth and fertility, and capable of constant cropping without deterioration. The lands are mainly in the limestone area and yield largely of the various crops, corn, wheat, oats, rye, buckwheat, hay, cabbage and potatoes, corn and wheat leading. Cabbage and potatoes are very remunerative crops, large quantities of which are produced and shipped from the county to southern points and the coal fields annually. Dairy, orchard, and vegetable products are very considerable and are sources of much



Southwest Virginia is a large producer of late cabbage and is convenient for shipment over the South and Cuba

revenue to the farmers. The streams are well adapted to game fish, and are very well stocked with different varieties, such as bass, red-eye, chub, suckers, and some mountain trout.

The most profitable branch of industry in this county is stock raising and grazing. The area of limestone or strictly grass lands probably embrace more than half the county. In Rich Valley, Saltville and other sections of the county are found thousands of acres of blue grass of indigenous growth, equaling in every respect the far-famed blue grass lands of Kentucky; and as a consequence large numbers of fine cattle are annually raised and exported. Much attention is paid to the grade of cattle, the county boasting of its large herds of Shorthorns. Fine horses and sheep are also noted on the fertile fields.



Picking cotton in Virginia

This county possesses unusual importance on account of its great mineral wealth. There are fine deposits of manganese and iron, there being considerable development at present in the mining of both ores. There are immense deposits of salt and plaster at Saltville and vicinity, immense quantities of each having been mined and manufactured for many years. These salt and plaster deposits are considered to be the most extensive to be found in the United States. The manufacture of timber is an important industry, and there are other important manufactories in the county, such as iron furnaces and forges, tanneries, brick works, grist mills, etc. There is also a large alkali plant at Saltville devoted to the manufacture of alkali, soda, ash, bleaching powder, etc., employing a large amount of labor.

Transportation facilities are furnished by the Norfolk and Western Railroad which traverses the county.

The rural roads are fair and receiving attention. School advantages are good; churches of all denominations abound, and farmers' organizations are active. Telephone service reaches nearly all sections and mail facilities are excellent.

Marion, the county seat, is a thriving, handsome town of 3,000 people, located on the Norfolk and Western, with excellent school advantages, churches and banking facilities. Chilhowie, in the extreme western section of the county, has a population of 500; Sugar Grove, in the southeastern section, 400; and Saltville, in the southwest, 2,000. These are all prosperous towns with good schools, churches and banks.

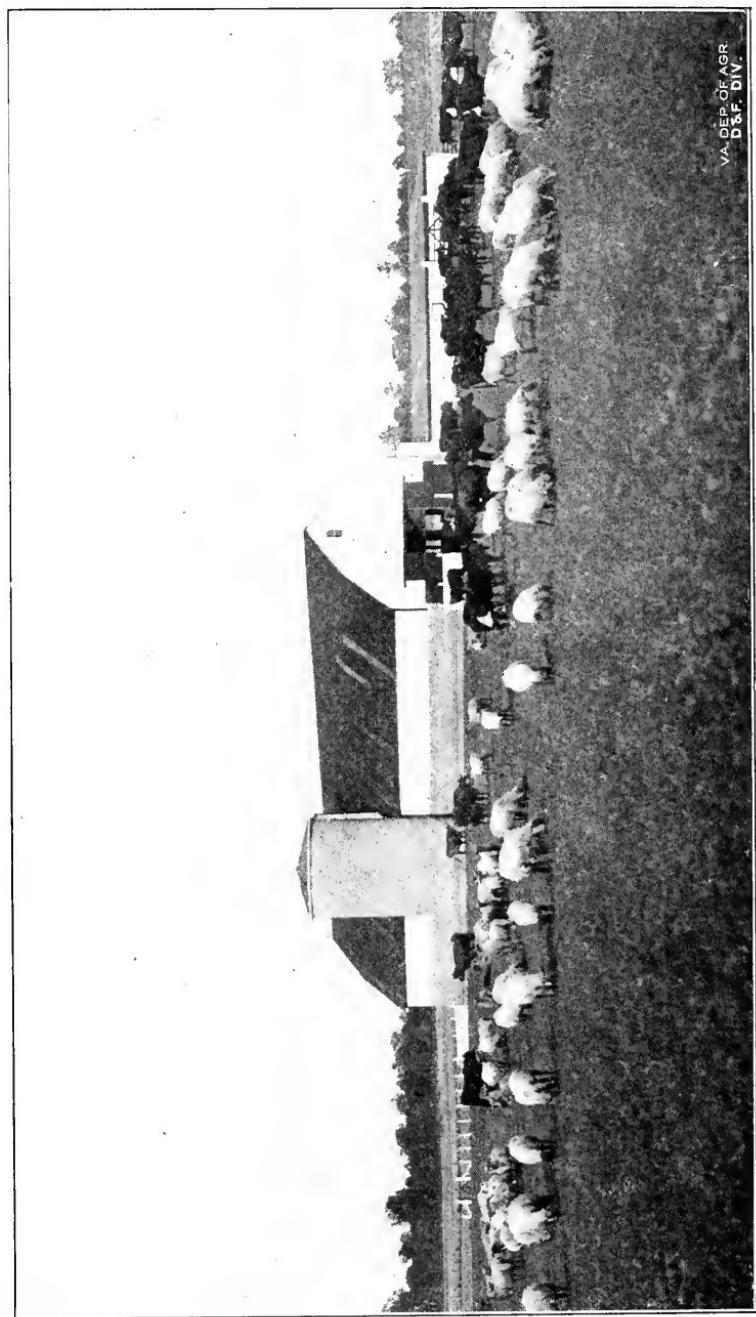
The homeseeker and investor will find a fine farming and grazing section in this county. The south side contains valuable deposits of manganese and iron ore. Much fine timber is left in the county. In all, material, social and other respects, this may justly rank among the first of the counties of the Southwest, or of the State, and very few sections of the United States deserve more favorable mention.

SOUTHAMPTON—Formed in 1784 from Isle of Wight, this county lies in the southeastern portion of the State, fifty miles from Richmond and thirty-six miles from Norfolk. The State of North Carolina borders it on the south. It contains an area of ~~sixty~~⁶⁰⁴ square miles, and a population of 28,893.

The surface is level; the soil a medium light and sandy loam, with clay subsoil, naturally very productive, especially the broad and fertile lowlands on the streams. Farm products are cotton, peanuts, corn, rye, oats, potatoes, legumes and some wheat, cotton, peanuts and corn being the leading crops. Southampton ranks first in the production of cotton. It gives good yields, and is important as a secondary money crop. The boll weevil has not reached this section. Cotton gins of the most modern type are conveniently located in different parts of the county. Peanuts are the great money crop. Net returns on good crops run from \$100 to \$272 per acre. The average production of corn per acre is increasing, due to a better appreciation of seed and cultivation. As a supplementary feed crop the soy bean is taking a large place. Thousands of acres are being harvested by stock.

Notwithstanding cotton and peanuts are the most profitable products of this county, large revenue is derived from other sources, notably, truck, fruits and lumber. Small fruits and also cranberries grow to great perfection on the alluvial bottoms. The soil and climate are admirably adapted to the raising of vegetables, and melons of the finest quality and flavor are produced. Sweet and Irish potatoes and peas of every variety grow in abundance.

Stock raising has been overshadowed by the quick returns from peanuts and cotton. However, abundant water supply, long growing season, mild winters and the possibility of raising such a wide range of legumes and other forage crops offer unusual inducements for producing cheaply the best grades of beef, pork and mutton. Dairying has been given an impetus by the high price of milk, butter and cheese. Several carlots of dairy stock have recently been shipped into the county. Prosperity awaits the man who will take up these lines and operate them intelligently. Hogs are raised in this county in large numbers.



Farm of 1,400 acres near Fredericksburg, of which one thousand acres are in cultivation. Large areas in alfalfa and corn.
Three hundred head of stock shown here.

VIRGINIA
DEPT. OF AGR.
D&F. DIV.

The lumber industry is very important. Laths, shingles and general lumber are the leading products manufactured. Several large manufacturing companies are operating in this county. Large government contracts have been handled recently.

Railroad transportation is good, four trunk lines passing through the county. The roads are being improved. Large projects await development under return to normal conditions. Sand-clay suitable for surfacing is available in a considerable portion of the county, proving satisfactory under a medium traffic.

Community spirit is manifested in active farmers' organizations. There are forty-three white schools and ample supply for colored children. The rural school buildings are attractive and well planned. Churches are well distributed over the county, impressing the traveler with the fact that religion holds a leading place in the thought and plans of the people. Fourteen banks are so located as to give excellent service.

There are nine towns of considerable size and seven less important villages. Courtland, the county seat, is located in the central part of the county. Franklin, with a population of 3,000, in the eastern section, is headquarters for the lumber industry. A large lumber manufacturing plant employs 1,000 operatives. A large overall company of Danville will soon open a factory at this point. Many cotton and gin and several peanut cleaners take care of the raw material here. Other important towns are Boykins, Ivor, Drewryville, Capron, Branchville and Newsoms.

Progress and improvement in recent years have exemplified the resourcefulness of this county and possibilities of the future. Farm values have increased 200 per cent, on an average; and in places much more. From \$100 to \$500 per acre has been paid for land during the present season on tracts of twenty-two acres, and above, and a steady progress is assured in the return to normal conditions.

SPOTSYLVANIA—Situated forty-miles due north of Richmond, this county was formed in 1720 from Essex, King William and King George. It is twenty-five miles from north to south, and seventeen miles wide from east to west, containing an area of 401 square miles, half of which is cultivated. The population is about 10,000.

The surface is rolling, elevation about 45 feet above the sea, and the soil very productive and varied in kind and quality. The uplands are a stiff clay, while that of the bottoms and valleys is a sandy loam, the latter producing fine crops of corn and other products. Wheat, oats, rye, hay, potatoes, tobacco, and legume crops are grown, especial attention being given to trucking, dairying and breeding.

Many fine dairies and successful stock farms bear testimony to the agricultural advantages of this section. Successful general farming, extensive trucking, a profitable commercial dairy, and the raising of pure bred dairy cattle and other farm animals may be seen in operation on one farm, ready markets being found in Fredericksburg and accessibility to larger points.

Fruits do well in this section, apples, peaches, pears and grapes. Poultry raising is also a source of considerable revenue. Fish are abundant, and on the rivers are found the choicest of tidewater fowls, and in the marshes sora, woodcock, etc.

The county has two lines of railroad, one connecting with the main trunk lines of the country at Washington and Richmond, and the other with two main lines south and west at Orange. The channel depth of the Rappahannock river is sufficient for river vessels of the largest tonnage, and a regular line of steamers from Fredericksburg connects this county with Baltimore and Norfolk, and at Norfolk with all foreign and coastwide lines. The Rappahannock river affords unlimited water power. A portion of the Richmond-Washington highway traverses this county 26.7 miles, which is of gravel construction.

School and church advantages are excellent. One of the State Normal and Industrial Schools for Women is located in Fredericksburg. Community spirit is good and farmers' organizations and clubs are active.



A birds-eye view of one of Virginia's farms. Nowhere can you find better.

Spotsylvania, the county seat, is located near the center of the county. Fredericksburg, situated in the northeastern section of the county, is in the first rank of progressive towns, with a population of 7,000. It is the connecting point of the two railroads serving the county. It is 125 miles down the Rappahannock river to the Chesapeake Bay, and Fredericksburg is the outlet for the 250 miles of rich agricultural country on either side of the river. The city has many manufacturing plants, flour, meal and mill feeds, lumber, silk, clothing, dairy products, shoes, soapstone products, canned goods, excelsior, pickles, plows, saw mills, granite products and mattresses, and banking facilities are adequate.

This county is rich also, in historic reminiscences. The progressive, modern Fredericksburg profits from the thousands of tourists who yearly visit these shrines. Many relics and monuments of the Colonial, ante-bellum and Civil War periods survive to the present time. Tourists may visit "Kenmore," the home of Betty Washington; the Rising Sun Tavern, a famous hostelry of Revolutionary times; the farmhouse in which Washington spent his boyhood days; the famous battlefields of Fredericksburg—Chancellorsville (where General Stonewall Jackson was mortally wounded) and the Wilderness.

But this county is not living on memories of the past, rich as they are. The homeseeker and investor will find in Spotsylvania abundant evidence of industrial and agricultural development and advantages and facilities furnishing the reason for this development.

STAFFORD—Formed from Westmoreland in 1775, Stafford county lies between the Potomac and Rappahannock rivers in the northeastern portion of the State, sixty miles north from Richmond. It contains an area of 285 square miles, sixty per cent. of which is in cultivation. The population of the county, 1910 census, was 8,070, with an estimated increase of 4 per cent. at the present.

The surface is generally rolling; the soil a sandy loam and naturally good. With proper treatment it is capable of great improvement and productiveness. Farm products are wheat, corn, rye and oats, of which good crops are produced. The grasses and legume crops are successfully grown. The most profitable industries of the county are its fruit, vegetable and poultry products, which are extensive and find ready sale in the nearby Washington and Fredericksburg markets. The pickling industry of this county is especially important.

Grazing facilities are very good in this county, especially for sheep, the rearing of early lambs for the Washington and Baltimore markets being a source of considerable revenue. Large fisheries on the Potomac and tributaries afford profitable employment to labor and an important article of food supply for the people.

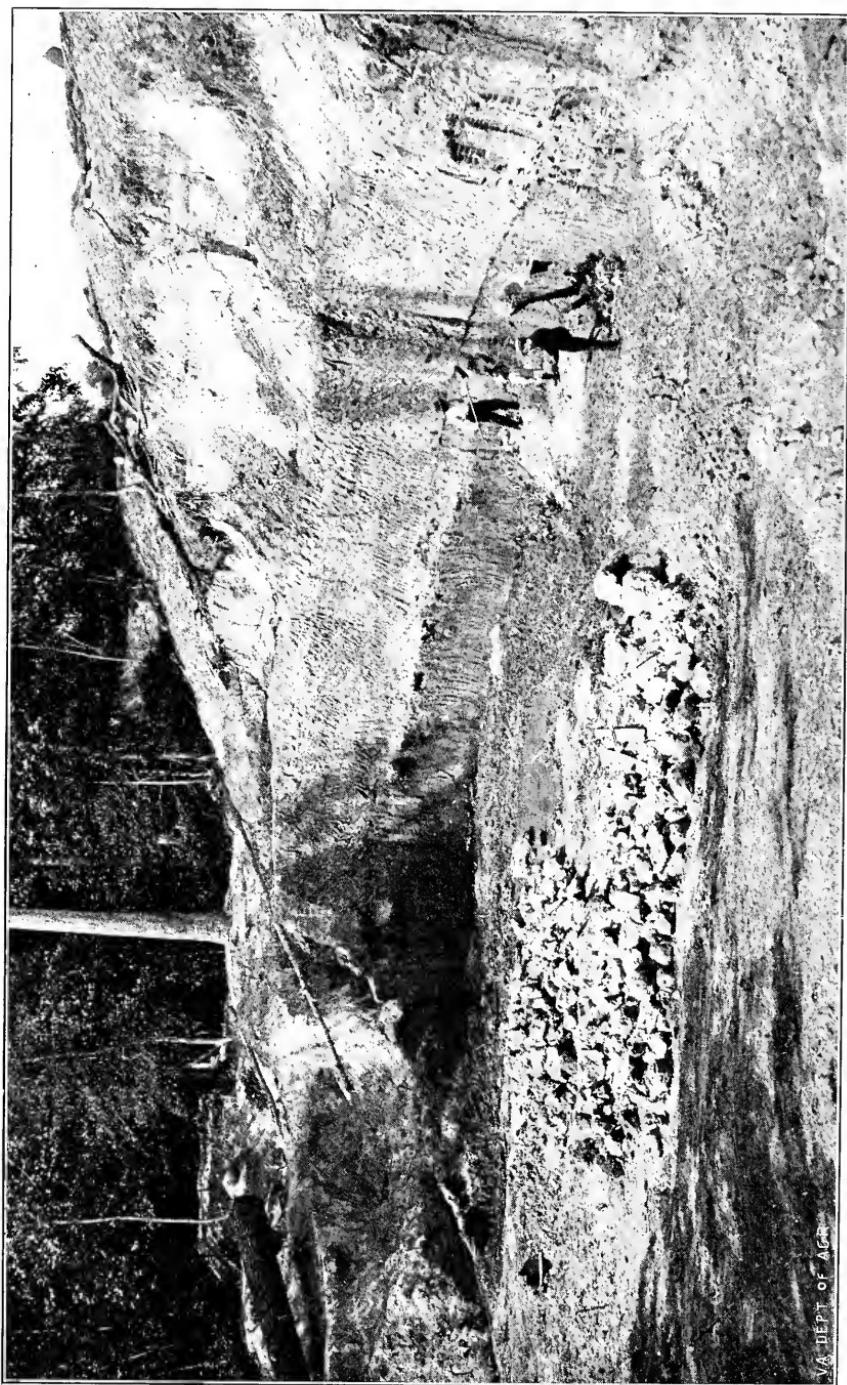
The county is favored with excellent water and rail transportation by the Potomac and tributaries and the Richmond, Fredericksburg and Potomac Railroad, traversing the county north and south, thus affording choice of markets and convenient access to same. Rural road construction and maintenance are receiving attention, and the roads are in fair condition.

Stafford Courthouse is the county seat.

The natural advantages of Stafford as a good, general farming and trucking section, fostered by excellent transportation facilities, are not to be overlooked by the homeseeker and investor of industry and enterprise.

SURRY—Surry is one of the oldest counties in the State, having been formed from James City county in 1652. It lies on the southside of the James river, thirty-five miles southeast from Richmond, and contains an area of 292 square miles. The population, according to 1910 census, was 9,715.

The surface is generally level and soil light and sandy. The principal farm crops are corn, wheat, oats and peanuts, peanuts leading, with a proper



VIRGINIA DEPT. OF AGRI.

There are a large number of valuable marl deposits in Virginia which are high in calcium carbonate, affording a cheap soil improver

rotation of other crops, such as crimson clover, vetch, cowpeas and soy beans. Large quantities of peanuts are produced; and so well is the soil adapted to their growth that land values, on this account, have greatly increased. The experience of the most enterprising farmers in this section shows that there are unusual possibilities in the production of peanuts along with a rotation of legume crops and with live stock. The profit derived from marketing the crop through hogs, as practiced to advantage in many of the Southern States, is claiming the attention of many peanut growers in this section.

Marl, an essential asset in peanut cultural methods, is very accessible. A considerable portion of the county acreage is in timber, principally pine, oak, hickory, poplar, beech, walnut, cypress, holly and the gums, the manufacture of rough and dressed lumber being an important industry.

The county is well supplied with railroad facilities, having the Atlantic and Danville (Southern Railway) passing up from the south near the center of the county to Claremont on the northwest border; the Surry, Sussex and Southampton Railway, from its connection with the Norfolk and Western Railway at Wakefield, on the southern border through the county to its water terminus on James river; the Norfolk and Western along its southwestern border, and eleven miles of the Surry Lumber Company's narrow gauge road connecting with the Atlantic and Danville Railroad at Spring Grove. James river also affords extensive shipping facilities, daily steamers of various lines touching at its numerous wharves. Rural roads are fairly good and improvement is under construction.

The county is well supplied with schools: three high schools, five graded schools and six not graded. Churches of different denominations are well located. Farmers' organizations are active and community spirit is strong.

Surry, the county seat, is located in the northeastern part of the county, on the Surry, Sussex and Southampton Railway, five miles from James river, and fifty-five miles southeast from Richmond.

Dendron, located on the Surry, Sussex and Southampton Railway, is a town of 2,000 people, with a large lumber manufacturing plant. The railway shops of above line are also located here.

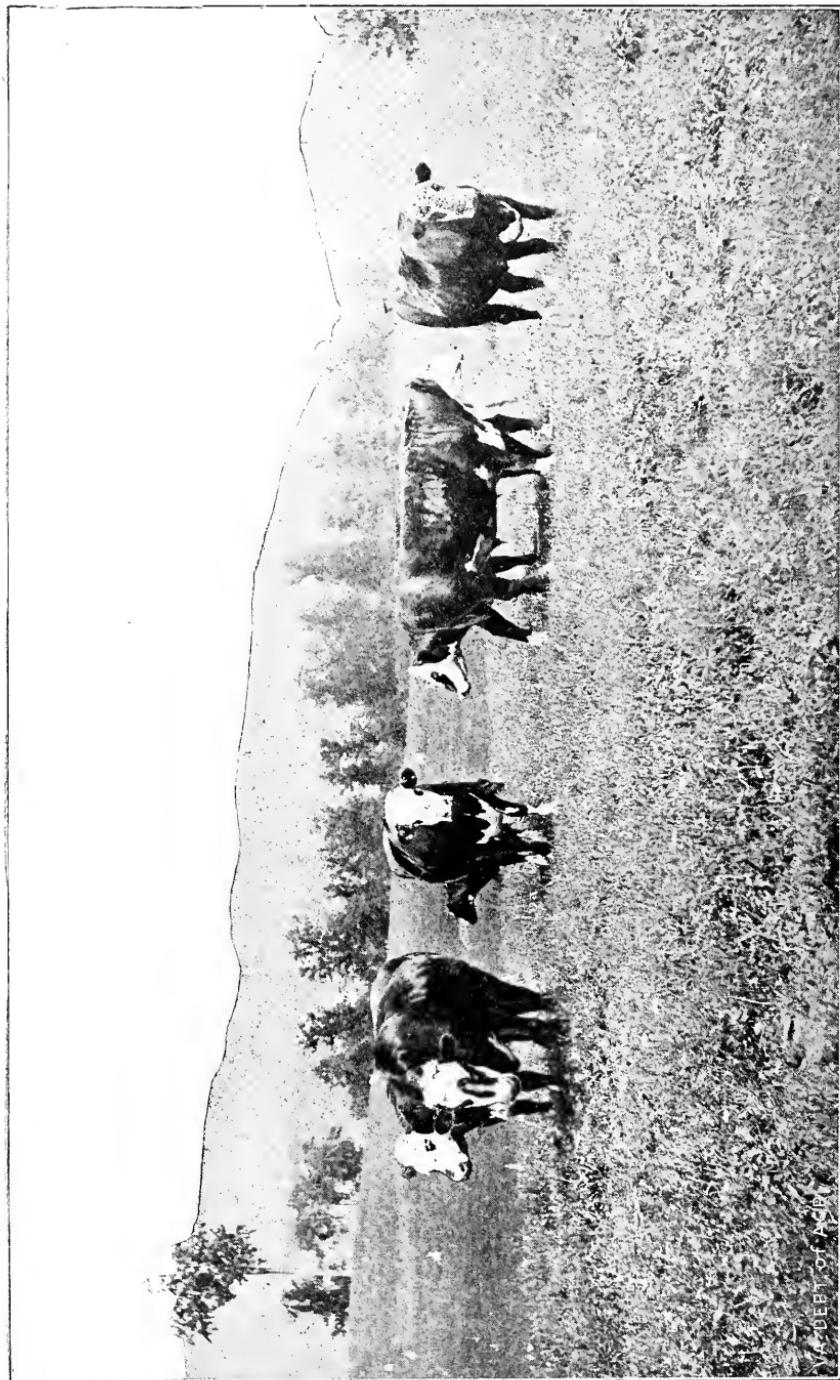
Claremont is an attractive town, located on the James river at the terminus of the Southern Railway division traversing the county, in a fine agricultural section, with a population of 400 or more. There is a splendid new high school here, a number of general supply stores, two marl grinding plants, and a bank.

Agricultural development in this county has increased a hundred per cent. during the past decade. Diversification is practiced, and stock raising and dairying are coming into prominence. Many western settlers have been attracted to the vicinity of Claremont and Spring Grove, five miles distant.

SUSSEX—Sussex county was formed from Surry in 1754. It is located in the southeastern part of the State, thirty-five miles from Richmond, and contains an area of 490 square miles. The population, 1910 census, was 13,664, with an estimated increase of 5 per cent. to the present.

The surface of this county is slightly rolling; the soil, light sandy loam, with clay subsoil. Peanuts, corn, oats, cotton, Irish and sweet potatoes are the leading crops. The peanut is the great money crop and large quantities are shipped. Clover, alfalfa and grasses are being grown more and more each year, and, on account of the long growing season, give heavy yields. The natural grasses are abundant and nutritious, and stock can graze in the fields the greater part of the year. Farmers of this section are diversifying more, greater attention being paid to live stock, especially hogs. Good family orchards can be maintained in this section, apples, peaches, pears, grapes and small fruits doing well.

Marl is present in abundance and used to good effect on the soils. Pine is the principal timber, the manufacture of lumber being an important industry. There are a large number of saw mills in the county.



Export cattle, the product of blue grass pasture

LIBERTY AGRICULTURE

Blackwater river on the northeast border, and Nottoway river in the central portion, and their branches, furnish sufficient water supply and drainage. The climate is mild and healthful. Primary and high schools and churches of the different denominations are numerous and convenient.

Railroad and market facilities are excellent, furnished by the Norfolk and Western, the Atlantic Coast Line and Southern Railroads, which traverse the northeast, southwest and southeastern portions, respectively. The rural roads are in very good condition, local sand-clay, gravel and marls being used for surfacing.

The farmers are well organized in this county. Business principles practiced in industry are carried over into agriculture, co-operative buying and selling being practiced, especially among the peanut growers.

The county is principally agricultural, but Stony Creek and Jarratt on the Atlantic Coast Line, and Wakefield and Waverly on the Norfolk and Western, are thriving towns with good business houses, banks, high schools and large churches, Waverly being the largest with saw mills, stave mills, a cannery, peanut factories, planing mills, etc. Many newcomers from the north and west have settled in this vicinity during the past ten years, and it is only a question of a few years before this section will become a community of small farms with land values as high as those in thickly settled, enterprising communities of other sections.

Sussex Courthouse is the county seat, located in the center of the county.

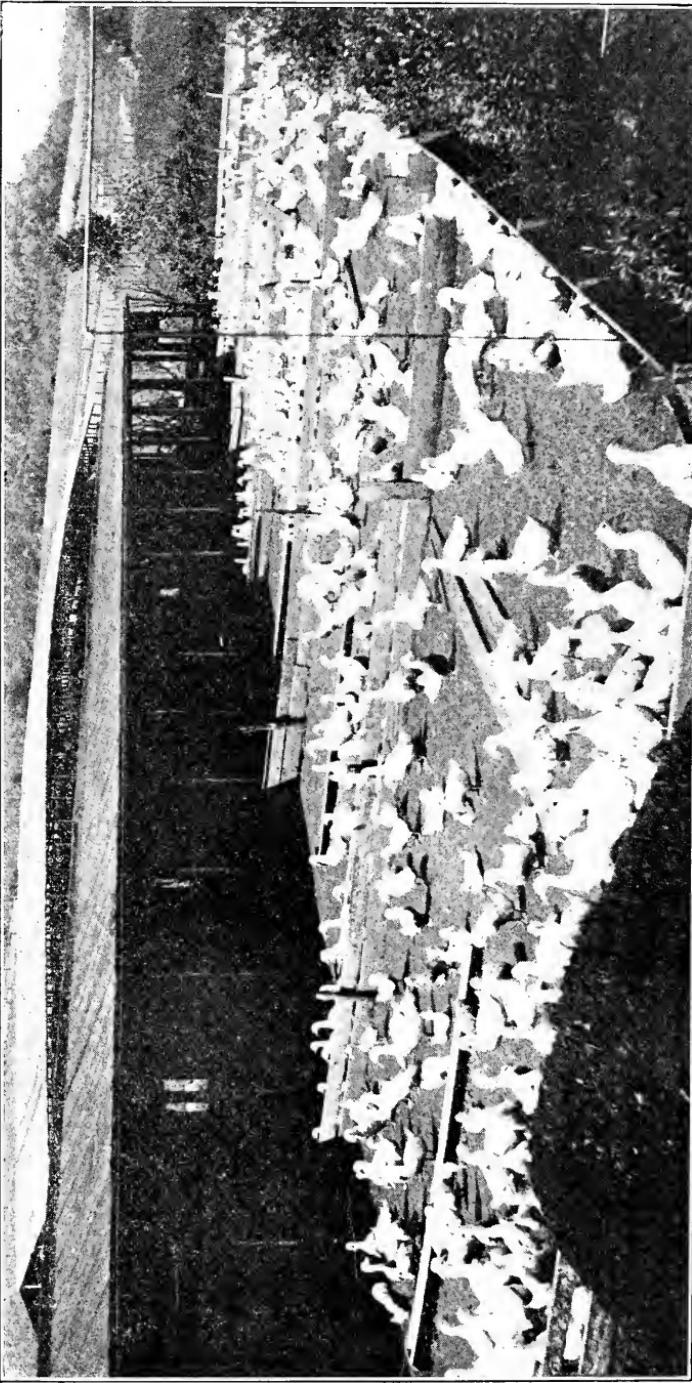
TAZEWELL—This county was formed from Russell and Wythe in 1799, and is situated in the southwestern portion of the State, 325 miles southwest from Richmond. It is forty miles in length, with an average width of about eighteen miles, containing an area of 557 square miles, one-half being under cultivation. The population at present is 23,925, increase since 1910 census 2,500. Altitude at Tazewell 2,372 feet.

Much of the surface is mountainous, and lying between are very many extensive and fertile valleys. The soil is principally limestone and very productive, and a peculiarity of this county is that the lands are generally fertile to the top of the mountains and do not wash. The soils are well adapted to the various grains—corn, wheat, rye, oats, etc.—and the cultivated grasses, clover, timothy, red top, orchard grass, etc. But while bountiful crops of grain and grass can be produced, the farmers prefer to preserve their fine blue grass sod and engage in the much less expensive and more congenial and profitable occupation of grazing cattle, which is the leading industry of the county. Shorthorns are the leading type of beef cattle, and this is one of the great sections of Southwest Virginia producing export cattle. Large numbers of cattle (unsurpassed in quality) are exported from the pastures without being fed grain. Sheep of the finest grade are also raised in this county, and no section of the State is better supplied with fine draft and saddle horses. This county has perhaps the largest grazing capacity of any of the Southwest Virginia counties. With the exception of a part of the coal belt, three-fourths of its area is well adapted to agriculture and grazing, and within that area there is a wealth of blue grass lands which are the admiration of all who see them. Even the lofty ridges and mountains to their summits are covered with a luxuriant growth of blue grass which is indigenous.

Oak and chestnut predominate among the forest products and the timber interest is an important industry. There are three large lumber companies in the county. Large quantities of coal are mined in this county, and within the last year several mines of manganese have been opened.

Transportation facilities are first-class. The majority of the roads are macadamized or tarred, and they are still being built every day. The greater quantity of hauling is done by motor trucks and automobiles furnish general transportation for the public.

The schools are maintained at a high state of efficiency; churches are numerous; farmers' organizations are doing a fine community work in co-operative buying and selling.



A section of one of the largest duck ranches in the east

There are five incorporated towns. Tazewell, the county seat, has a population of 3,500, with a packing house, lumber plant, two banks, an ice plant, power plant, mills, and lime company. Graham, population 3,000, has extensive lumber interests and two banks. Pocahontas, population 4,000, located in the mining district, is a town of importance with two banks. Richland, population 900, has a large brick manufacturing industry, and is served by two banks. Cedar Bluff, with 400 people, has large woolen mills.

Considerable attention is paid to fruit culture, to which the county is well adapted. Dairy, vegetable and poultry products find a ready market at the nearby coal mines. The raising of hogs is a recent profitable development. A great diversity of interests invites the homeseeker and investor to this progressive county so richly endowed with natural wealth.

WARREN—This county was formed in 1836 from Frederick and Shenandoah, and is situated in the northern part of the State, nearly 100 miles, air line, northwest from Richmond. It lies on the western slope of the Blue Ridge mountains, which separate it from Rappahannock and Fauquier on the southeast, and Frederick on the north. Clarke on the northeast, Shenandoah on the west, and Page on the southwest. It is twenty miles long and twelve miles in width, containing an area of 226 square miles. The population, 1910 census, was 8,589.

The surface is rolling and mountainous in some portions. About fifty per cent. is in cultivation. The soil is limestone and very fertile. Farm products are wheat, corn, oats, rye, buckwheat, potatoes and grasses. Stock raising ranks as one of the most important and profitable industries of this county. Large numbers of fat cattle are annually shipped to the northern and eastern markets. Considerable attention is paid to the raising of poultry. Fifty thousand ducks are sold annually from one of the largest duck farms in the country, near Riverton.

The climate and soil are well adapted to fruit growing, and much care and attention is given to this industry, which is one of the most profitable in the county; grape culture, especially, has been extensively and successfully carried on. One of the oldest and finest vineyards of the South is located in this county.

Minerals are iron, copper and ochre. The manufacture of timber is an industry of some importance, there being a number of saw mills in the county.

Railroad transportation is excellent, the Shenandoah Valley division of the Norfolk and Western Railway and the Manassas division of the Southern traversing the county, and rural roads are in good condition.

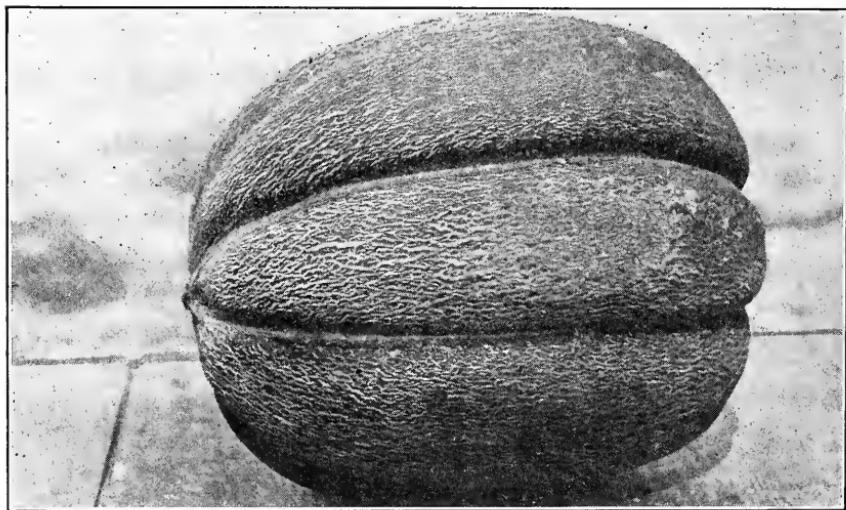
Front Royal, the county seat, is located at the junction of the Shenandoah division of the Norfolk and Western and the Manassas branch of the Southern Railway. It is one of the most prosperous and attractive towns in the valley of the Shenandoah, noted for the hospitality and refinement of its people. Situated in the heart of one of the finest farming sections of the State, its commercial and manufacturing interests are varied and considerable. It has factories for making handles, collars, cigars; and also several large, up-to-date hotels, numerous business houses, educational institutions, public schools, newspapers, banks, churches and fraternal orders. A recent development is the Front Royal Canning Company with \$50,000 capital stock. The educational institutions include Randolph-Macon Academy, a school of fine standing, splendid buildings and complete faculty; Front Royal College with four departments, and a well-equipped high school building.

WARWICK—This county, although now a small county in area and one of the smallest in the State in population, was one of the original shires into which the State was divided in 1634, being named for the town of Warwick in England. It lies in a narrow strip along the northern shores of the James river entrance into the Chesapeake Bay, and contains an area of eighty-five square miles. The population (exclusive of the city of Newport News), is 7,500.

The surface of the county is level, the soil a sandy loam, fairly productive and easily cultivated and improved. The most profitable farm products are wheat, corn, oats, potatoes, etc., the average yield of which is very good. Trucking, market gardening and poultry are important industries. Fish, oysters and wild fowl are abundant, the trade in which constitutes a very important feature of the business of the county.

Marl, the only mineral, is found in large quantities and is of excellent quality. The timber supply is limited, the principal varieties being oak, pine, ash, gum. There are some sawmills in operation in the county.

The James and Warwick rivers afford ample drainage and excellent transportation facilities, railroad transportation furnished by the Chesapeake and Ohio traversing the length of the county. Construction and repair in rural roads is receiving attention. Market advantages are excellent; the cities of Norfolk, Portsmouth, Newport News and Hampton furnish superior facilities in this respect.



The luscious cantaloupe grows everywhere in Virginia

This county is exceedingly popular with sportsmen. Deer, fox, raccoon, squirrel and hare are among the wild game. Water fowls of the region abound, besides which there are such game birds as wild turkeys, partridges, woodcock and sora.

Newport News, the county seat, is the natural metropolis of the rich "Tidewater" counties of the Virginia Peninsula. This is a very thriving seaport city, located at the mouth of the James river, with a population of 30,000. Here is the Newport News Shipbuilding and Dry Dock Plant, where are constructed many of the modern battleships of the United States Navy, as well as many other large vessels. This is one of the largest private shipbuilding plants in the world. Here also is located an aviation school of the United States Navy Department. Transportation facilities include seventy-five miles of terminal trackage, thirteen freight and coal piers, and two grain elevators with an aggregate capacity of 2,500,000 bushels. Freight rates west and south are lower than from Boston, New York, Philadelphia and Baltimore.

Warwick county, with its metropolis, Newport News, presents a combination of advantages which are unusually attractive alike to investors and homeseekers.

WASHINGTON—Formed from Fincastle, January 28, 1776, this county is situated in the northwestern portion of the State—350 miles by rail and 240 air line from Richmond. It is one of the largest counties in the southwest, containing an area of 605 square miles. Population, 33,000.

The surface is generally undulating and mountainous in parts, especially on the northern and southern borders, although least mountainous of any of the southwest counties. Its valleys are broad and present a beautiful picture in the alternation of hill and dale, of woodland and pasture. The soil varies in character and quality, but all lie upon a stratum of yellow or red clay, very fertile and productive. The gray or gravelly soil is adapted to wheat, rye and tobacco, and the dark, alluvial soil to corn and grass. The principal and most profitable farm products are wheat, corn, rye, oats and hay.

This is a superior grass-producing section, especially of clover, timothy and orchard grass that yields largely. Bluegrass is indigenous to the soil, and the lands are readily susceptible to inoculation for alfalfa. This county is peculiarly adapted to fruit growing, poultry and stock raising. Thousands of cattle are exported or shipped east, and thousands of turkeys are shipped to eastern markets every year. The yearly shipments of poultry and eggs from Bristol are estimated at more than \$1,000,000. Fruits of the various kinds, such as apples, pears, peaches, plums, grapes, etc., grow to perfection and yield abundantly.

Owing to the value of the salt wells in the Saltville basin it was made the dividing line between Washington and Smyth counties, so as to throw equal values of this great wealth into each of the counties, and it would be difficult to estimate the approximate quantity of the Saltville deposit assignable to Washington county; but it may be confidently asserted that it has inexhaustible deposits of both salt and plaster, close to the Washington-Smyth line, and dividing as it does with Smyth this valuable territory, a more specific description will suffice for both, which was found in report of Smyth county.

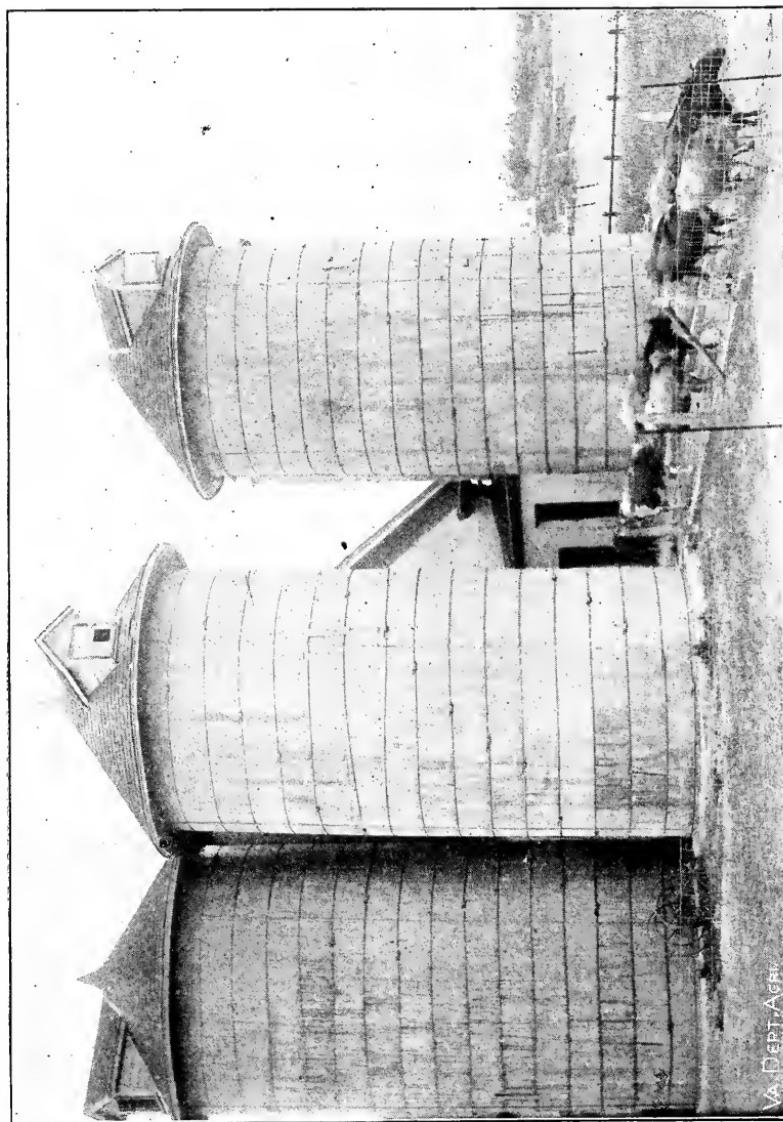
Mineral springs are numerous and valuable, embracing chalybeate, alum, magnesia and sulphur waters, the most noted of which are the seven springs, on the Saltville branch of the Norfolk and Western Railroad, at which is made the famous "Seven Springs Alum and Iron Mass," of great efficacy in many forms of disease. Mongel's Springs, situated nine miles northwest of Abingdon, has a high local reputation for curative virtues. Washington Springs are situated one and one-half miles from Glade Springs in a lovely and healthful spot amid the mountains, and are regarded as having valuable medicinal and curative properties. There are four distinct varieties of the water, the most effective being alum, chalybeate and the White Sulphur Springs.

Large quantities of red and brown hematite ores, magnetically iron ores and choice fluxing stone are found. The forests abound in unlimited supplies of timber, particularly hardwood, and the manufacture of timber is an important industry, both mineral and timber resources having a ready market in the enterprising city of Bristol, aspiring to rival her namesake in England as an important center in the iron industry.

Railroad transportation is furnished by the main line of the Norfolk and Western traversing the county from northeast to southwest, and the two shorter branches of this division. This county has a special road law, and the day of inadequate communication with tributary territory is ended. The county has made a wonderful advancement in the way of school development. Churches are numerous; community spirit is good; farmers are progressive and well organized; there is a Farm Loan Association; and numerous banks, conveniently located throughout the county, are doing a good business.

Abingdon, the county seat, is in the center of the county, on the Norfolk and Western Railway. This is an attractive residence town of traditional refinement and culture with a population of 3,000.

Bristol is situated on the State line between Virginia and Tennessee, at the natural gateway through the mountains from North Carolina and Vir-



Dairy farming in Virginia offers one of the surest prospects of reward

Virginia Dept. Agric.

ginia into Tennessee and Kentucky. In the early days the trail of Daniel Boone passed near by. Situated in a section rich in agricultural, mineral and timber wealth, Bristol is a flourishing industrial city of 22,000 inhabitants.

This section offers all the natural attractions of famous mountain resorts, the mean annual temperature of Bristol being 54.3, as compared with 54.4, Asheville, N. C. In addition to its natural beauties, it many points of historic interest, Washington county offers a field of agriculture, fruit growing and stock raising of first rank in the great Southwest section of Virginia.

WESTMORELAND—Formed in 1653 from Northumberland, this county is situated in the northeastern portion of the State, on the lower Potomac river, fifty-five miles northeast from Richmond. Its average length is thirty miles, and width ten miles, containing an area of 245 square miles. The population by the last census was 9,213, with an estimated normal increase at present.

The surface of this county is generally level, but hilly in some portions. The soil is a light loam on river bottoms, stiff clay on uplands and easy of cultivation. Farm products are corn, wheat, millet, rye, clover and other legumes for hay. Potatoes, sweet and Irish, do well, and the raising of clover seed for market is a considerable industry. Orchard grass and timothy are successfully grown, as is alfalfa.

Fruits of the various varieties, such as apples, peaches, pears, plums, strawberries, etc., grow well, and several canneries are located in this county. The soil and climate are especially adapted to the raising of vegetables, and trucking is an important industry.

As in other Northern Neck counties, the numerous creeks and inlets abound in the finest fish and oysters and wild fowl. There are large natural oyster beds on these tidal waters, and the species of fish obtained embrace trout, rock, herring, shad, perch, caught by nets, traps and seines.

Steamer transportation facilities are excellent on both the Potomac and Rappahannock rivers. Construction and maintenance of rural roads receive considerable attention and these highways are in fair condition. School and church advantages are good.

Montross, the county seat, is an ancient town of importance, located near the southern border, six miles distant from landings on the Potomac and Rappahannock rivers, with which there is a daily mail communication. This attractive inland town has a handsome courthouse building and two strong banks serving a rich agricultural and industrial community. Other towns of importance are Kinsale and Colonial Beach, both having strong banks and important business interests. A recent industrial development at Kinsale is the establishment of a broom factory. A great deal of broom corn is grown in Westmoreland county, and its enterprising people propose to ship the product in the finished state in future.

This county enjoys the proud distinction of having been the birthplace of two of the Presidents of the United States—George Washington and James Monroe—besides another no less honored and distinguished Virginian, General Robert E. Lee. A fine citizenship of the present with splendid natural resources extends an inviting hand to the homeseeker and investor.

WISE—Organized in 1856 from Russell, Lee and Scott, this county was named in honor of Henry A. Wise, then Governor of Virginia. It is situated in the great Cumberland range, in the extreme southwestern portion of the State, 380 miles from Richmond, and bounded on the north by the State of Kentucky. It contains an area of 413 square miles, twenty-five per cent. being under cultivation.

The surface is hilly and mountainous; the soil mostly sandy. The valleys are fertile, and corn, rye, oats, millet, potatoes and sorghum are grown to some extent. The land is well adapted to growing vegetables and fruit. Splendid garden club work has resulted from recent efforts to in-

crease production. The fruit industry is receiving more interest, and the raising of beef cattle is on the increase. The products of the farm find a ready market in the numerous and extensive mining operations in the county.

Some timber is manufactured, though this is not an important industry. Large tanneries are in active operation and also extract plants.

Transportation facilities are very good, embracing the Louisville and Nashville, the Norfolk and Western, and Virginian and Southwestern Railroads. There are six short independent lines in the county, used principally as feeders for the mineral interests of the county, which are very varied and valuable, destined to make Wise one of the wealthiest counties in the State. The condition of the rural roads is good.

The most important minerals are iron ores and coal (bituminous splint and cannel). Limestone and sandstone for building and other purposes are of very superior quality and abundant, the latter being very cheaply quarried and made ready for use in any desired shape or size. Iron is found in large deposits, especially in the neighborhood of Big Stone Gap, in the southwest portion of the county. Here, in close proximity to each other, are iron ore, limestone and coal. Few localities are more favorably located for the manufacture of iron. With convenient transportation facilities these ores are being largely developed and mined and extensively worked by the furnaces here in operation. But the county's great wealth consists in its immense deposits of coal, having the greatest amount of bituminous and cannel coal to be found in any county of the State, the industrial value of which can scarcely be overestimated. In fact, there are few areas of like size and value in this particular to be found in the world. The coal and coke industry of the county is enormous. From year to year new mines become a hive of industry, teeming with thousands of laborers; and indications point to the establishment here of some of the largest collieries and coke plants in the United States.

Manufacturing interests of this county are mainly iron furnaces and foundries. There are also tanneries, extract plants, and grist, saw and planing mills. The county is served by twelve banks.

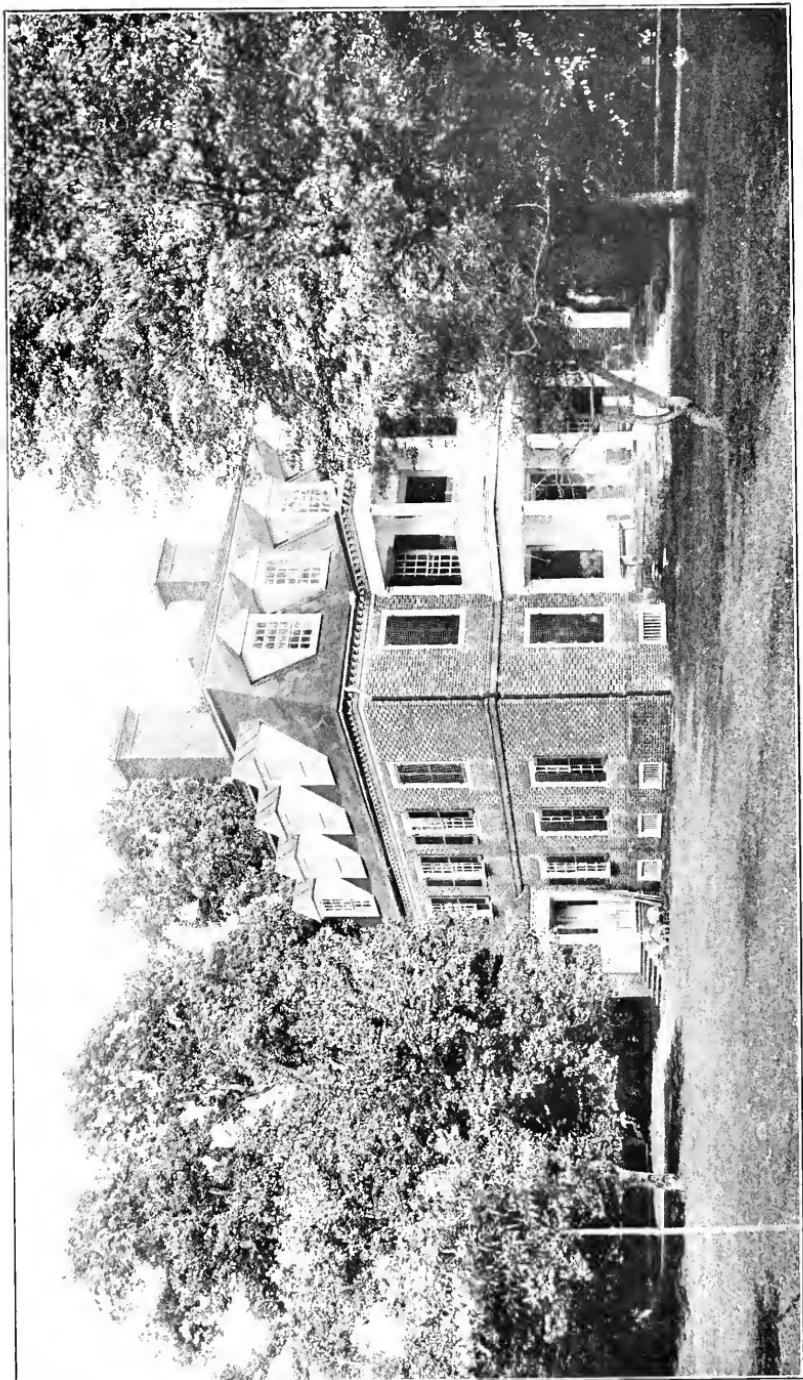
Wise, the county seat, is located near the center of the county, five miles from Norton, the largest town, located at the junction of the Clinch Valley division of the Norfolk and Western railway and the Louisville and Nashville railroad. Norton is an attractive, wide-awake town and the center of large coal, iron and coke interests. Other towns, with strong banks, are Appalachia, Big Stone Gap and Coeburn.

Wise county, with a healthful and invigorating climate, offers advantages of great industrial value with its immense wealth of coal, iron and coke. Its enterprising citizenship responded creditably to recent patriotic demands, further insuring its position in the splendid group of Southwest Virginia counties.

WYTHE—Organized in 1790, this county was formed from Montgomery. It is located west of the Blue Ridge in the southwestern portion of the State, 270 miles southwest from Richmond, in the midst of the great mining and grazing section. The county contains an area of 474 square miles, one-half being in cultivation. The population is estimated at 22,600.

The surface of this county is varied, mountain and valley alternating. Several mountain ranges traverse the county, mainly from northeast to southwest, between which lie extensive and very fertile valleys, notably Reed creek, Cripple creek, and headwaters of Holston on the west, forming an elevated plateau of high table land from east to west. These valleys contain blue grass and farming lands of high order, scarcely surpassed in the State.

The staple crops are corn, wheat, oats, rye, barley, millet and hay, abundant yields of which are produced. Fruits and vegetables of various kinds are grown. These industries are receiving increased attention every year, in portions of the county constituting a very important and profitable



One of Virginia's stately old Colonial homes

source of revenue to the farmers, for which there is always a ready cash market. The raising of cabbage, Irish potatoes and apples in the western part of the county is a large industry. These products are shipped to southern markets and bring remunerative prices. Being situated between the North and South, this location has unusual advantages in disposition of products.

Agriculture is carried to its highest perfection in this county in the department of grazing, and in this respect it is scarcely excelled in the State. Its cattle, sheep and horse products are immensely remunerative, much of the former being exported and commanding the highest prices.

This is one of the richest counties in the State in variety, quality and extent of its mineral wealth. In their development the county is making rapid advancement towards a position of commercial importance well calculated to excite the just pride of her citizens. Alternating with each other on the south side of the county are wonderful veins and deposits of iron ores, manganese ores, and lead and zinc ores of extraordinary purity; while in the northern half of the county fine magnetic and brown iron ores are abundant. These minerals have been developed and found to exist in large quantities, and are being worked on a large scale in different sections of the county, the large enterprises affording excellent home market for the products of the farm. There are various mineral waters in the county, the principal of which are its many alum-chalybeate springs, also the arsenic bromo-lithia springs, both of high medicinal virtue.

Transportation facilities are excellent for the many enterprises demanding them, furnished by the Norfolk and Western Railway, passing through the center of the county, and the Cripple creek branch of the Norfolk and Western extending into the great mining region of the southeastern portion of the county; also a branch of the latter ten or twelve miles into a rich mineral section, developing the celebrated Cripple Creek iron ores. Rural road construction and improvement receive considerable attention and the roads are kept in good condition.

The United States Fish Hatchery, three and a half miles west of Wytheville, is quite an important enterprise in the county, and is rapidly stocking the waters of the State with the best varieties of fish.

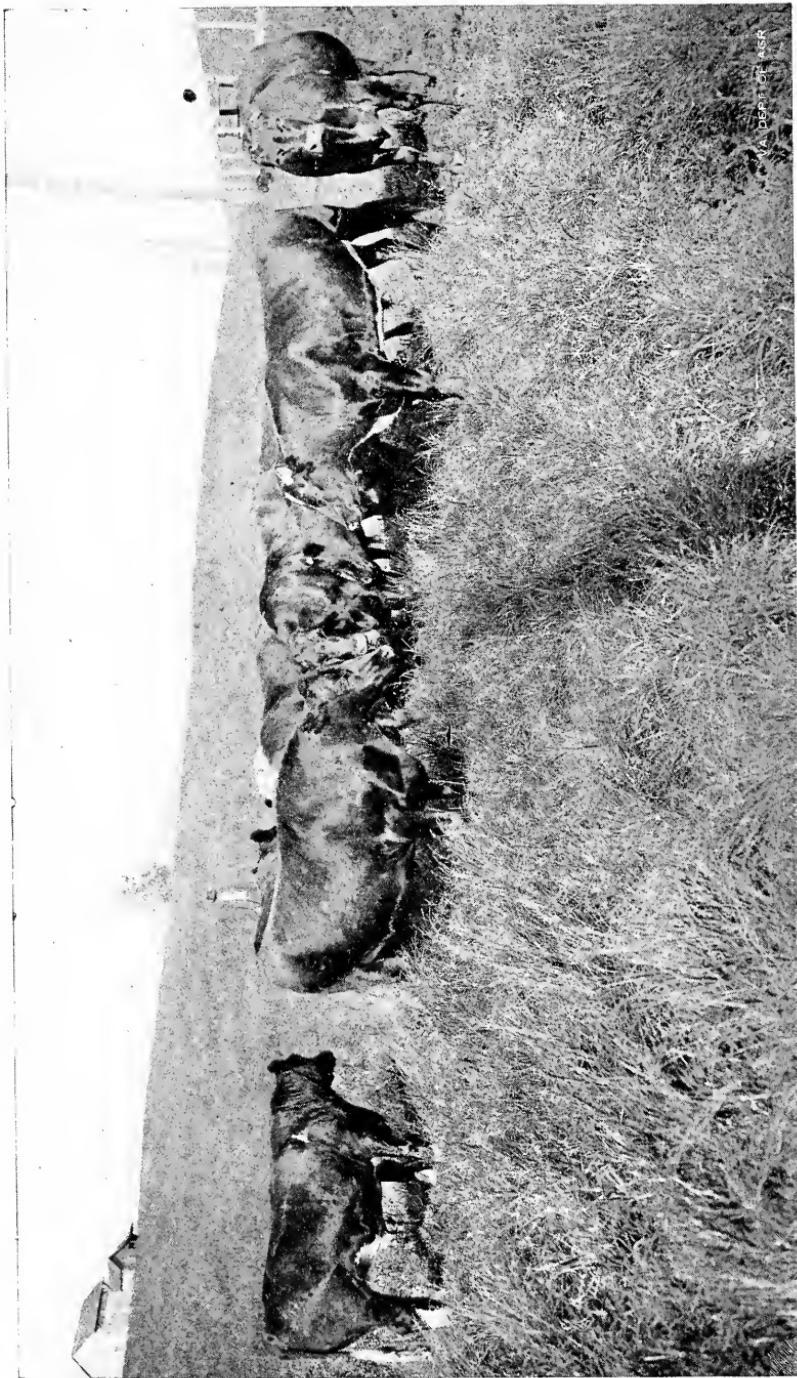
Wytheville, the chief town and county seat, is a pretty and flourishing town, situated near the center of the county, on the Norfolk and Western Railway, 2,360 feet above sea level. This is an attractive residence town, a center of culture and refinement, located in the midst of a splendid agricultural section.

Rural Retreat is an important business center, with good hotels, banks, mercantile houses, etc., the cabbage industry of the vicinity around attracting much attention in the wholesale vegetable market. Other towns of importance are Ivanhoe, Speedwell and Crockett, business centers with adequate banking facilities.

As a prosperous business and agricultural section Wythe county is pre-eminent.

YORK—This county was one of the original shires into which Virginia was divided in 1634. It was first known as Charles county, but changed to York in 1642. In length it is thirty miles with a mean breadth of five miles, and containing an area of 124 square miles, about one-half of which is in cultivation. It lies fifty miles southeast of Richmond. The population is 8,500.

The surface of the county is level, the soil varying from a light loam in the south to a clay in the north, the quality generally being very good. Farm products are corn, wheat, oats and potatoes. Considerable fruit of the various varieties is grown, and melons in great abundance. The York and other streams abound in the finest of oysters, and this is the leading money product of the county; also fish of every variety are in abundance. The fish and oyster industry and truck farming constitute the county's most



A shipment of export beef cattle from Fort Chiswell Farm, Wythe county

profitable industries. Some portions of the county are very well adapted to stock raising, especially sheep. All legume crops grow well in this county and a number of farmers are growing alfalfa successfully.

Transportation is furnished by the Chesapeake and Ohio passing through the southwest border of the county, and numerous water courses. Besides the Chesapeake Bay, the York, Poquoson and Black rivers, there are numerous navigable creeks, all of which afford excellent shipping facilities. The condition of rural roads renders remarkably good service, and improvement and construction are in progress. Schools and churches are conveniently located and advantages afforded compare favorably with other sections.

Yorktown, the county seat, is located on York river, near its mouth, thirty-three miles from Norfolk and seventy miles from Richmond. While a town of limited population, the branch of the Peninsula Bank recently located here, indicates the demand of a growing business in this section. Its historic interest is second to none in the confines of our great country. This ancient town is best known as the scene of the surrender of Lord Cornwallis to the combined armies of America and France, October 19, 1781, having been the scene of the closing conflict for American Independence.

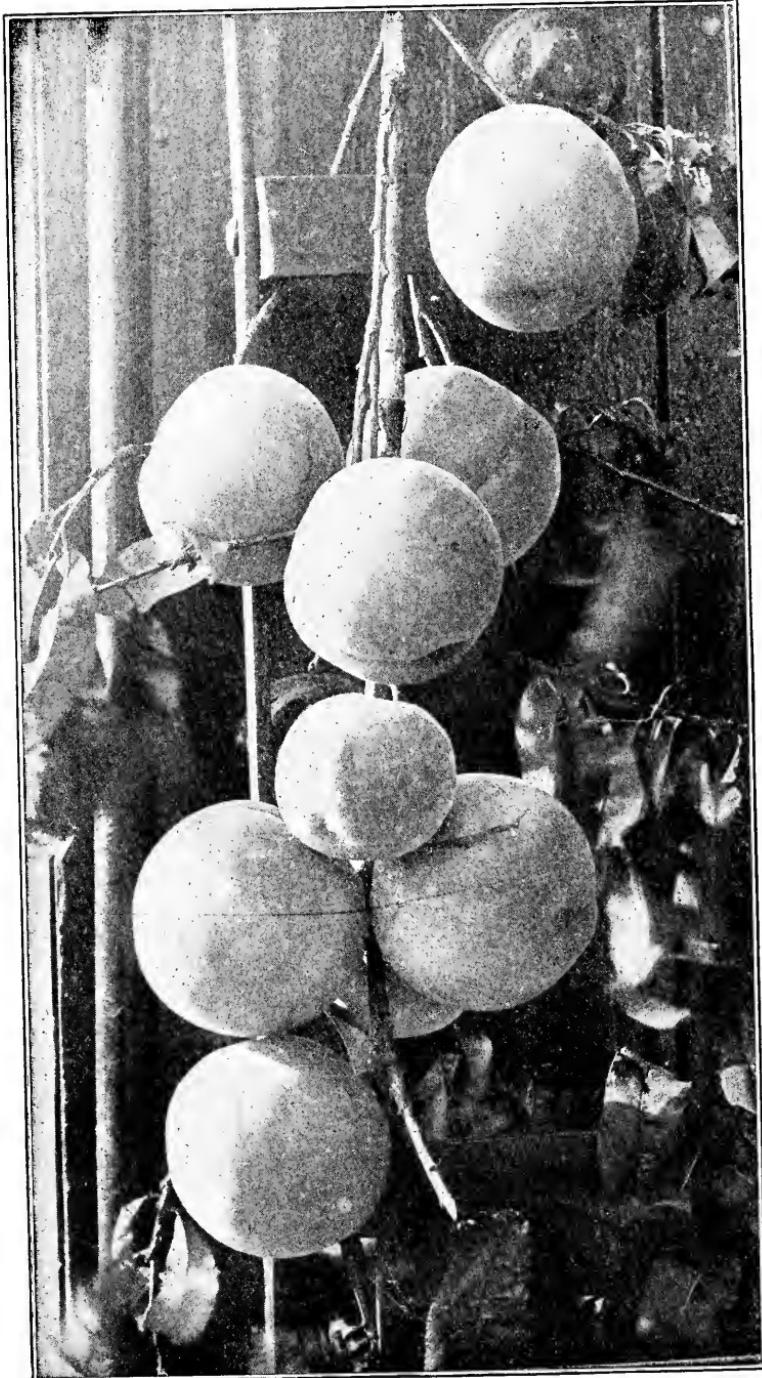


A fine potato crop

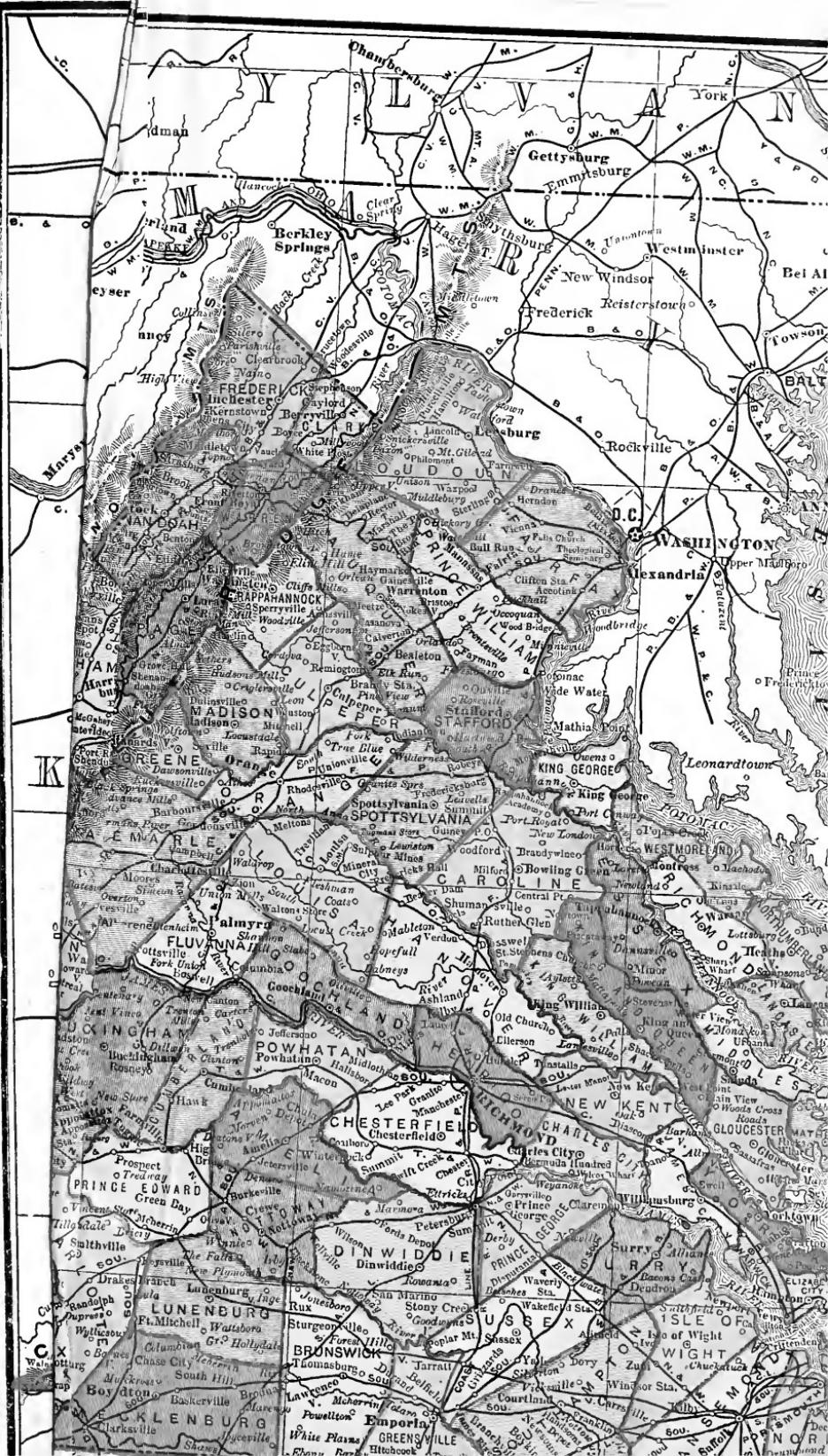
The notable event was a century later commemorated by the erection by the government, near the spot, of an imposing monument, ninety-seven feet in height, adorned with patriotic devices and inscriptions and pronounced by travelers to be the handsomest monument in the world. This county was also the scene of the first battle of the Civil War, fought at Big Bethel, as well as the last battle of the Revolution, fought at Yorktown.

Beautifully located on the York river, this town is further enhanced in historic value by the Nelson and Moore mansions. "The Moore House," on Temple farm, lying in a peninsula formed by York river, Waverly creek and Mill pond, one mile east of Yorktown, is a precious relic of our past history, noted as the place of capitulation of Cornwallis to the armies of Washington, Lafayette and Rochambeau. The house is still occupied as a residence, and stands about fifty feet above York river, commanding a beautiful view of the Chesapeake Bay, Yorktown monument and quaint old Yorktown. All along the river are beautiful residential sites, breezy the year round, overlooking the placid blue waters of the broad river.

Other towns in the county are Grafton and Poquoson, the centers of growing business sections, with adequate bank facilities. The homeseeeker desiring to locate in Tidewater will find attractive opportunities in York.



The luscious Virginia peach





DEPARTMENT OF AGRICULTURE AND IMMIGRATION OF VIRGINIA

FOR FURTHER INFORMATION WRITE TO

G. W. KOINER, COMMISSIONER

RICHMOND, VA.

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Scale 1:22,000,000

Scale 1:22,100,000

Scale 1:22,200,000

Scale 1:22,300,000

Scale 1:22,400,000

Scale 1:22,500,000

Scale 1:22,600,000

Scale 1:22,700,000

Scale 1:22,800,000

Scale 1:22,900,000

Scale 1:23,000,000

Scale 1:23,100,000

Scale 1:23,200,000

Scale 1:23,300,000

Scale 1:23,400,000

Scale 1:23,500,000

Scale 1:23,600,000

Scale 1:23,700,000

Scale 1:23,800,000

Scale 1:23,900,000

Scale 1:24,000,000

Scale 1:24,100,000

Scale 1:24,200,000

Scale 1:24,300,000

Scale 1:24,400,000

Scale 1:24,500,000

Scale 1:24,600,000

Scale 1:24,700,000

Scale 1:24,800,000

Scale 1:24,900,000

Scale 1:25,000,000

Scale 1:25,100,000

Scale 1:25,200,000

Scale 1:25,300,000

Scale 1:25,400,000

Scale 1:25,500,000

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